

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI RNAV (GPS) Rwy 13¹
 RNAV (GPS) Rwy 17¹
 RNAV (GPS) Rwy 31¹
 RNAV (GPS) Rwy 35¹
 VOR Rwy 35²

¹NA when local weather not available.

²Category D, 800-2½.

ALBION, NE

ALBION MUNI NDB Rwy 33
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 26
 RNAV (GPS) Rwy 30
 VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
 AL POTTER FIELD RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI RNAV (GPS) Rwy 17¹²
 RNAV (GPS) Rwy 35¹²
 VOR Rwy 13¹²
 VOR Rwy 17³
 VOR Rwy 35¹²

¹NA when local weather not available.

²Category D, 800-2½.

³Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31

NA when local weather not available.

BROKENBOW, NE

BROKEN BOW MUNI RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 VOR Rwy 14
 VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ILS Rwy 21²
 NDB Rwy 20¹
 VOR/DME Rwy 23⁴
 VOR/DME Rwy 20³⁵

¹NA when Chadron weather not available, except for operators with approved weather reporting service.

²ILS, 700-2.

³NA except for operators with approved weather reporting service.

⁴Categories A,B, 1000-2; Category C, 1000-2½, Category D, 1000-3.

⁵Categories A,B, 1300-2; Categories C, D, 1300-3.

COLUMBUS, NE

COLUMBUS MUNI LOC/DME Rwy 14¹
 VOR Rwy 14²

¹NA when local weather not available.

²Category D, 800-2½.

DODGE CITY, KS

DODGE CITY
 RGNL ILS or LOC Rwy 14
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32

NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
FALLS CITY, NE
BRENNER FIELD RNAV (GPS) Rwy 32
NA when local weather not available.

FREMONT, NE
FREMONT MUNI RNAV (GPS) Rwy 14
NA when local weather not available.

GARDEN CITY, KS
GARDEN CITY RGNL RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35
NA when local weather not available.

GRAND ISLAND, NE
CENTRAL NEBRASKA
RGNL ILS or LOC Rwy 35¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 31²
RNAV (GPS) Rwy 35²
VOR/DME Rwy 13²

¹DME required.
²NA when local weather not available.

GREAT BEND, KS
GREAT BEND MUNI NDB Rwy 35
RNAV (GPS) Rwy 35
NA when local weather not available.

HASTINGS, NE
HASTINGS MUNI RNAV (GPS) Rwy 14
NA when local weather not available.

HAYS, KS
HAYS RGNL ILS or LOC Rwy 34¹
VOR Rwy 16²
¹LOC, NA.
²Category D, 800-2½.

HILL CITY, KS
HILL CITY MUNI RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE
BREWSTER FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR/DME-A¹
A when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.

NAME **ALTERNATE MINIMUMS**
HUTCHINSON, KS
HUTCHINSON MUNI ILS Rwy 13¹
LOC BC Rwy 31¹
NDB Rwy 13¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31²

¹NA when control tower closed.
²NA when local weather not available.

IMPERIAL, NE
IMPERIAL MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

KEARNEY, NE
KEARNEY RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LAWRENCE, KS
LAWRENCE MUNI ILS or LOC Rwy 33¹
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.
¹ILS, Category C, 700-2.

LEXINGTON, NE
JIM KELLY FIELD RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

LIBERAL, KS
LIBERAL-MID
AMERICA RGNL ILS or LOC Rwy 35
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4¹
VOR Rwy 35
NA when local weather not available.
¹Category D, 800-2¼.

LINCOLN, NE
LINCOLN RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS
MANHATTAN RGNL ILS Rwy 3
NA when control tower closed.

NAME ALTERNATE MINIMUMS
MC COOK, NE
 MC COOK BEN
 NELSON RGNL ILS or LOC/DME Rwy 12
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR Rwy 30
 NA when local weather not available.

MC PHERSON, KS
 MC PHERSON RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

NEBRASKA CITY, NE
 NEBRASKA CITY MUNI ... RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 NA when local weather not available.

NEWTON, KS
 NEWTON-CITY-COUNTY . ILS or LOC Rwy 17
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A
 NA when local weather not available.

NORFOLK, NE
 KARL STEFAN
 MEMORIAL RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 32
 NA when local weather not available.

NORTHPLATTE, NE
 NORTH PLATTE RGNL AIRPORT
 LEE BIRD FIELD ILS or LOC Rwy 30
 DME required.

OGALLALA, NE
 SEARLE FEILD RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26
 NA when local weather not available.

OLATHE, KS
 NEW CENTURY
 AIR CENTER ILS or LOC Rwy 36¹²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 36²
 VOR-A²

¹NA when control tower closed.
²NA when local weather not available.

NAME ALTERNATE MINIMUMS
OMAHA, NE
 EPPLEY
 AIRFIELD ILS or LOC/DME Rwy 14L¹
 ILS or LOC/DME Rwy 14R¹
 ILS or LOC/DME Rwy 18¹
 ILS or LOC Rwy 32L³
 ILS or LOC 32R²
 ILS Rwy 36¹
 RNAV (GPS) Rwy 14L⁴
 RNAV (GPS) Rwy 14R⁴
 RNAV (GPS) Rwy 18⁴
 RNAV (GPS) Rwy 32L⁵
 RNAV (GPS) Rwy 32R⁶
 RNAV (GPS) Rwy 36⁴
 6097VOR Rwy 32L⁴

¹ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

⁴Category D, 800-2½.

⁵Category D, 800-2½.

⁶Categories A,B,C,D, 800-2½.

MILLARD RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 NA when local weather not available.

O'NEILL, NE
 THE O'NEILL MUNI-
 JOHN L BAKER FIELD RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 NA when local weather not available.

ORD, NE
 EVELYN SHARP FIELD NDB Rwy 13¹
 RNAV (GPS) Rwy 13
 RNAV (GPS) Y Rwy 31
 RNAV (GPS) Z Rwy 31

NA when local weather not available.

¹Categories A, B, 1000-2.

PARSONS, KS
 TRI-CITY RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17
 NA when local weather not available.

PITTSBURG, KS
 ATKINSON MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
VALENTINE, NE
 MILLER FIELD NDB Rwy 32,900-2.

WICHITA, KS

COLONEL
 JAMES JABARA ILS or LOC/DME Rwy 18¹
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 36²
 RNAV (GPS)-E²
 VOR-A²

NA when local weather not available.

¹ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

WICHITA
 MID-CONTINENT ILS or LOC Rwy 1L¹
 ILS or LOC Rwy 1R¹
 ILS Rwy 19R¹
 ILS or LOC Rwy 19L²
 VOR Rwy 14³

¹LOC, Category E, 800-2¼.

²Category E, 800-2¼.

³Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

MARSHALL AAF (KFRI), KS (Fort Riley) (08241 USA)

ELEV 1065

RADAR - (E) 120.35 254.35 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4	3.0°/36/683	ABCD	1265 -¾	200	(200-¾)
ASR	4		AB	1700 -1	635	(700-1)
			C	1700 -1¾	635	(700-1¾)
			D	1700 -2	635	(700-2)
	22		AB	1680 -1	616	(700-1)
			C	1680 -1¾	616	(700-1¾)
			D	1680 -2	616	(700-2)
CIR	All Rwy ¹		AB	1700 -1	635	(700-1)
			C	1700 -1¾	635	(700-1¾)
			D	1760 -2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.

¹Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF)

ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	30 ⁴⁵⁶	2.8°/57/1178	ABCDE	1189 /24	200	(200-½)
	12 ²³⁵⁷⁸	3.0°/46/1066	ABCDE	1293 /50	250	(300-1)

¹PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. ²When ALS inop, RVR/vis increase not required. ³VGSI and procedure TCH not coincident. ⁴When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾.

⁵CAUTION: Extensive light aircraft in vicinity Millard Muni. ⁶MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. ⁷CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. ⁸MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)

ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

NAME TAKE-OFF MINIMUMS

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)

ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE

ROCK COUNTY (RBE)

AMDT 1 89068 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 13, 20, 31**, 300-1.

BEATRICE, NE

BEATRICE MUNI (BIE)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)

AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

BLAIR, NE

BLAIR MUNI (BTA)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKENBOW, NE

BROKEN BOW MUNI (BBW)

AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.**CLAY CENTER, KS**

CLAY CENTER MUNI (CYW)

ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.**COFFEYVILLE, KS**

COFFEYVILLE MUNI (CFV)

ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35**, 300-1.**COLBY, KS**

SHALZ FIELD (CBK)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

Rwy 35, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

CRETE, NE

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA - Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runway.

NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)

ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1½ or std. with a min. climb of 237' per NM to 4300'.

NOTE: **Rwy 22**, tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)

ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000'.

FAIRBURY, NE

FAIRBURY MUNI (FBY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-VFR/Turf Rwy.

NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200'.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL. pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL. boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

09351



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



FREMONT, NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from departure end of runway, 431' left of centerline, up to 52' AGL/2926' MSL.

GOODLAND, KS

RENNER FIELD/GOODLAND MUNI (GLD)

AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, road on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Road on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE

GORDON MUNI (GRN)

AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE

QUINN FIELD (GTE)

AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE

GRANT MUNI (GGF)

ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS

GREAT BEND MUNI (GBD)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE

HASTINGS MUNI (HSI)

AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS

HAYS RGNL (HYS)

AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.



HEBRON, NE

HEBRON MUNI (HJH)

ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.**HILL CITY, KS**

HILL CITY MUNI (HLC)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.**HUGOTON, KS**

HUGOTON MUNI (HQQ)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.

NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 1 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, NA. **Rwy 18**, 400-2 or std. with a min. climb of 300' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 5**, climb to 2000 via heading 105° before proceeding on course. **Rwy 18**, climb runway heading to 2000 before proceeding on course. **Rwys 23, 31, 36**, climb to 2000 via heading 270° before proceeding on course.**KEARNEY, NE**

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

**KIMBALL, NE**KIMBALL MUNI/ROBERT E. ARRAJ FIELD
(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 18, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHH)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 31**, departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3**, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13**, 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21**, 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31**, 100' AGL tree 8354' from departure end of runway, 867' right of centerline.



MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¼"

* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212'

MSL, 2721' from DER, 1104' right of centerline.

Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' right of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.**MARYSVILLE, KS**

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.**MC CONNELL AFB (KIAB)**

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.**MC COOK, NE**

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.**MC PHERSON, KS**

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.NOTE: **Rwy 16**, multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34**, trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.**NEBRASKA CITY, NE**

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**NELIGH, NE**

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1¼ or std. w/ min. climb of 315' per NM to 2200.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL. **Rwy 19**, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

**NORFOLK, NE**

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental. **Rwy 16**, 400-3.

NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF)

OMAHA, NE ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL.

Rwy 18, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course. **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,13,23,31**, NA.

PARSONS, KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21**, NA (Turf runway)

NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE

MODISETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

09351



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

RUSSELL, KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.**SALINA, KS**

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.**SEWARD, NE**

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.**SIDNEY, NE**

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21** NA-Environmental.**SUPERIOR, NE**

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.**TEKAMAH, NE**

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL.**Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.**THEDFORD, NE**

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.**TOPEKA, KS**

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.**Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1½ or std. w/ min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)

AMDT 2 87239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.

VALENTINE, NE

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.

NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 36**, 1810' tower N37°42'47"W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

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173°	TDZE	1152
	Apt Elev	1152

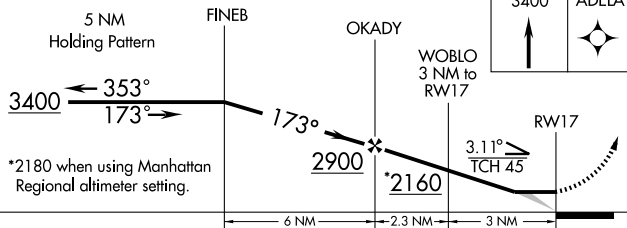
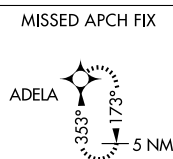
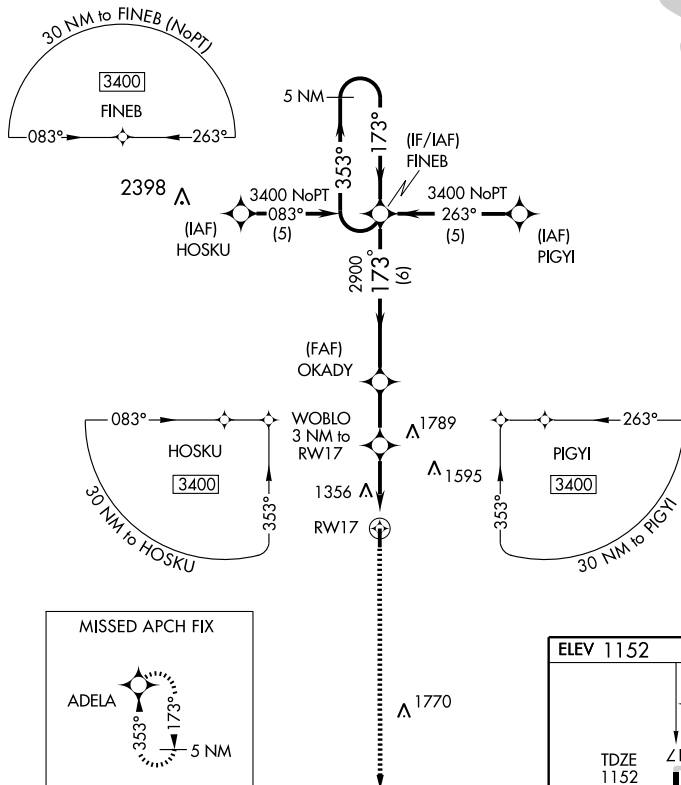
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ABILENE MUNI (K78)

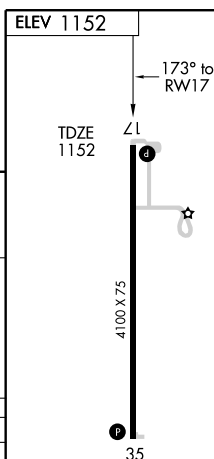
A NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct ADELA and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-½)	NA
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-½)	NA



REIL Rwys 17 and 35 **L**
MIRL Rwy 17-35 **L**

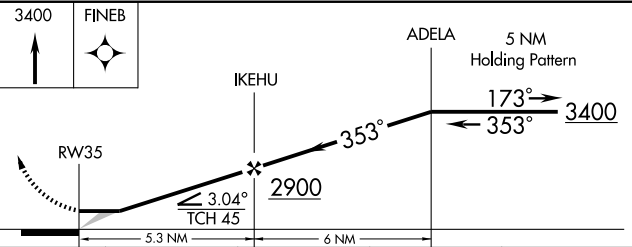
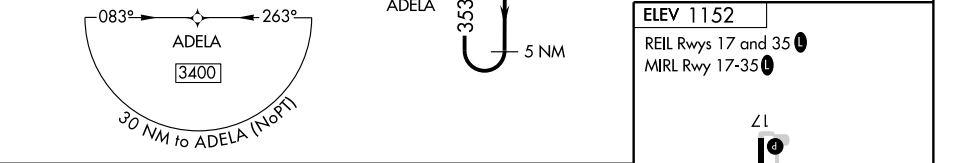
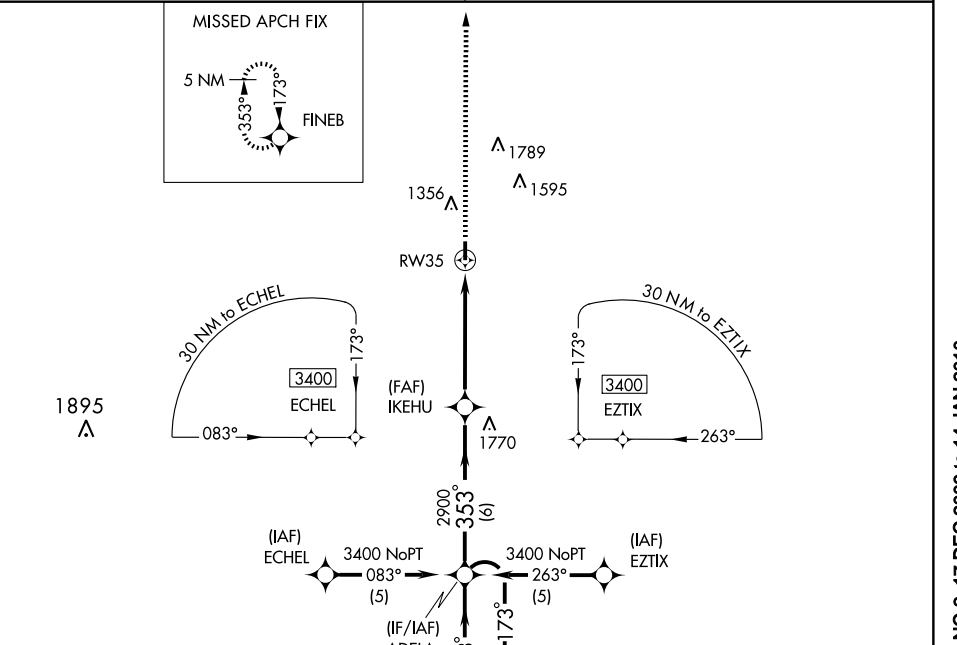
▲ NA

DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct FINEB and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF)



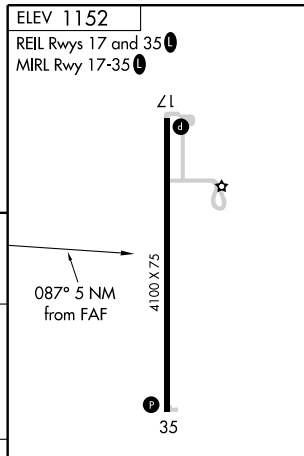
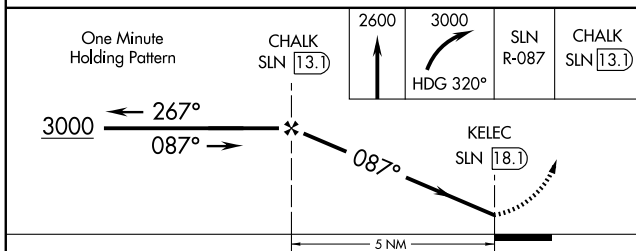
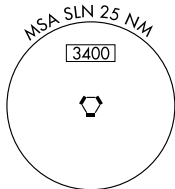
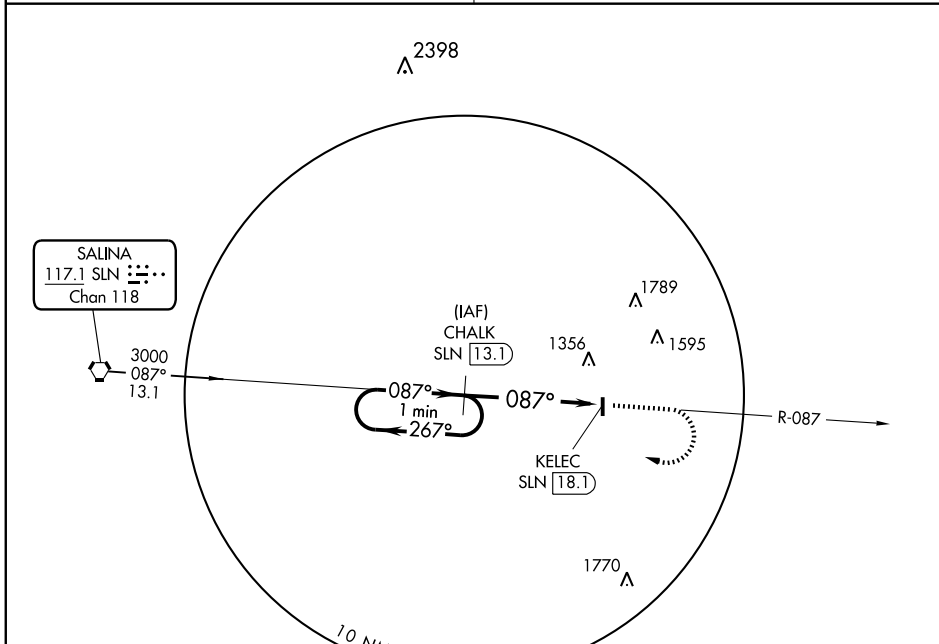
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CIRCLING	1740-1 588 (600-1)		1740-1½ 588 (600-1½)	NA

VORTAC SLN 117.1 Chan 118	APP CRS 087°	Rwy Idg TDZE Apt Elev 1152	N/A N/A
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VOR/DME-A

ABILENE MUNI (K78)

▲ NA Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 via heading 320° and SLN R-087 to CHALK 13.1 DME and hold.
KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF) 0



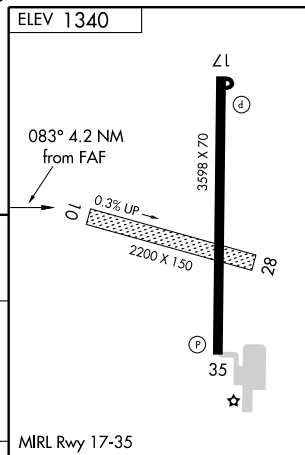
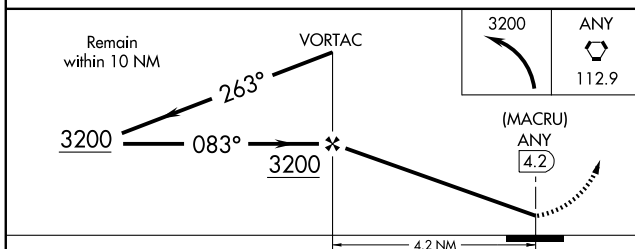
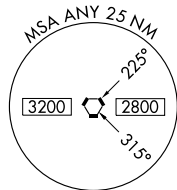
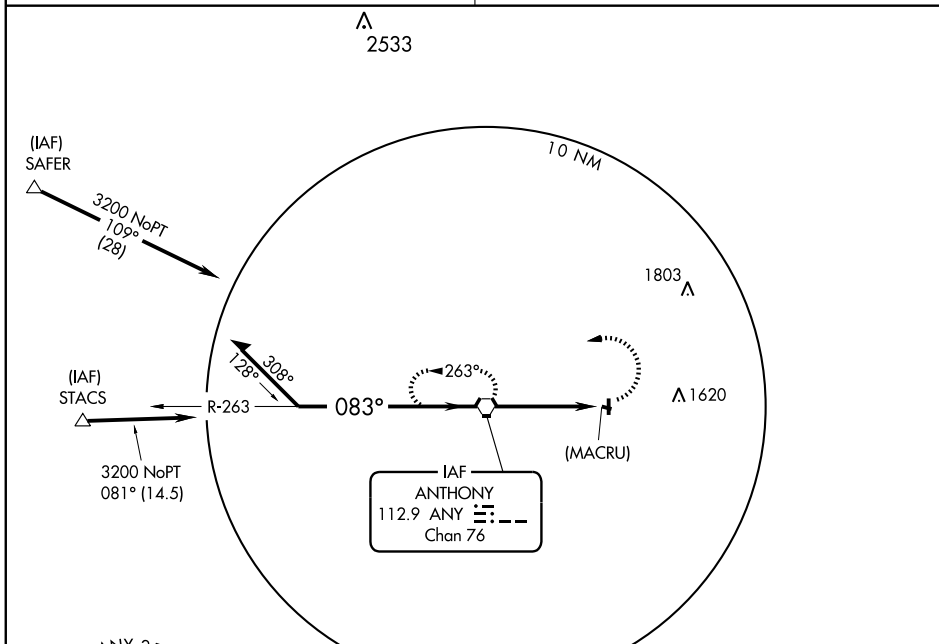
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA	Min:Sec					

VOR or GPS-A

ANTHONY MUNI (ANY)

VORTAC ANY 112.9 Chan 76	APP CRS 083°	Rwy Idg TDZE Apt Elev N/A N/A 1340
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NA Use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3200 direct ANY VORTAC and hold.
KANSAS CITY CENTER 118.35 344.8	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	1940-1	600 (600-1)	1940-1½ 600 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

▲ NA

Use Kansas City Intl airport altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct SUMMR WP and hold.

AWOS-3

123.675


ST. JOSEPH APP CON ★

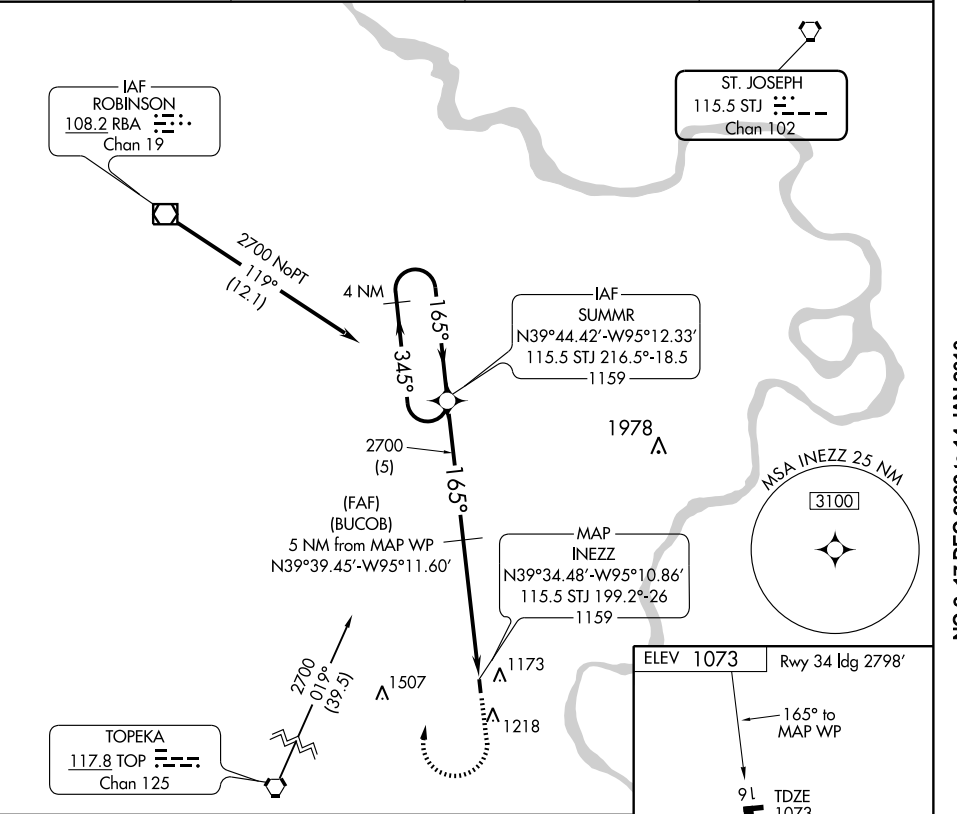
120.35 360.8



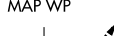
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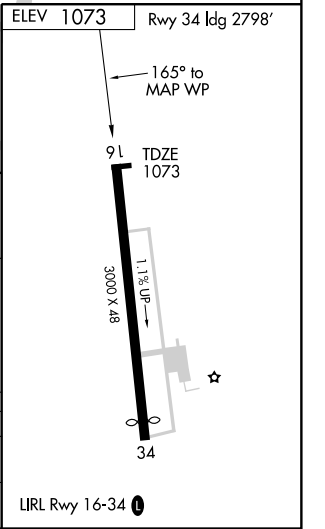
118.1

UNICOM

122.8 (CTAF) 

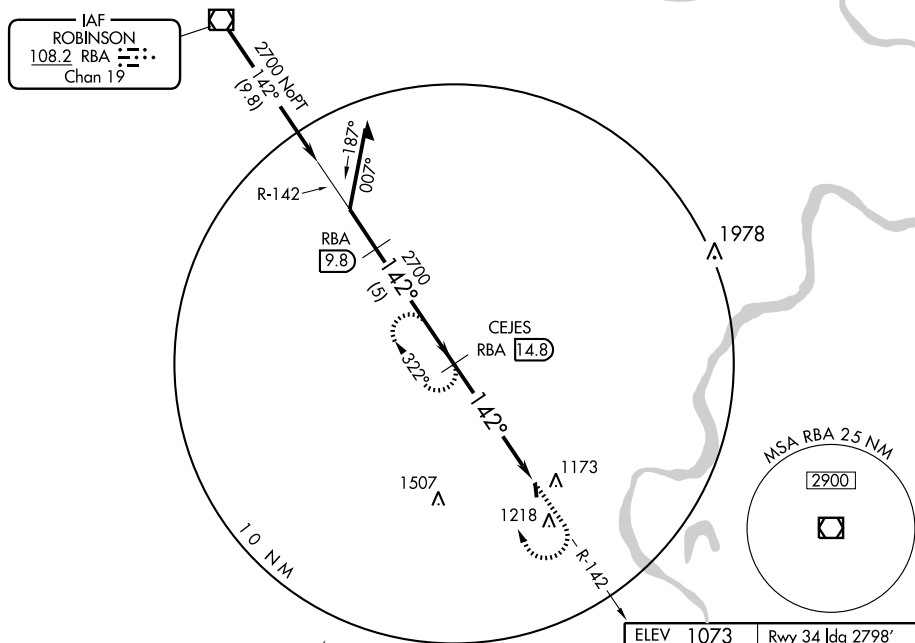


<div>4 NM Holding Pattern</div> <div><div>2700</div><div>← 345°</div><div>165° →</div><div>2700</div></div> <div>SUMMR WP</div> <div>(BUCOB) 5 NM from MAP WP</div> <div><div>2000</div><div>↑</div><div>2700</div><div></div><div>SUMMR</div><div></div></div> <div><div>INEZZ MAP WP</div><div></div></div> <div><div>5 NM</div><div>3.5 NM</div><div>1.5</div></div>					CATEGORY	A	B	C	D
S-16	1560-1	487 (500-1)	NA						
CIRCLING	1600-1	527 (600-1)	NA						




MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via RBA R-142 to CEJES/RBA 14.8 DME and hold.

UNICOM
122.8 (CTAF) **L**



NC-2. 17 DEC 2009 to 14 JAN 2010

TOPEKA
117.8 TOP 
Chan 125

ELEV 1073 Rwy 34 Idg 2798'
142° 5.2 NM
from FAF

CATEGORY	A	B	C	D
S-16	1540-1	467 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

LIRL Rwy 16-34 **L**

Knots	60	90	120	150	180
Min:Sec					

NDB ADT	APP CRS	Rwy Idg	4999
<u>365</u>	169°	TDZE	2988
		Apt Elev	2991

NDB or GPS RWY 16

ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

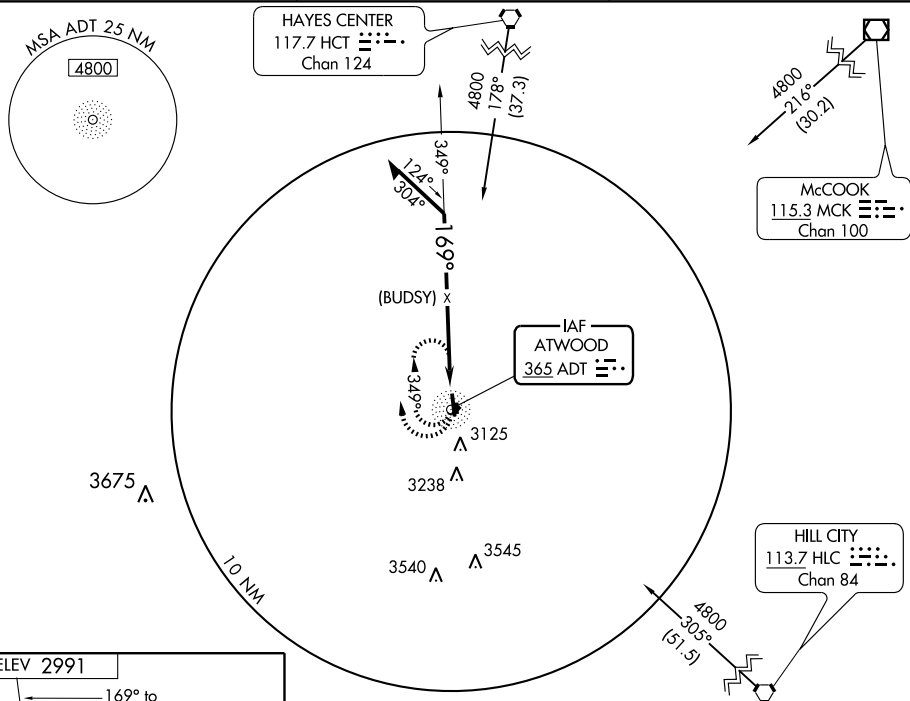
A NA

Use McCook altimeter setting; if not received use Goodland altimeter setting.

MISSED APPROACH: Climbing right turn to 4800 in ADT NDB holding pattern.

AWOS-3
118.675

DENVER CENTER
132.5 379.15

UNICOM
122.7 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2991

—169° to
ADT NDB
TDZE
2988

Remain
within 10 NM

ND

4800

ADT
365

4800 (BUDSY)

A diagram of a rectangular plate. A horizontal arrow points to the left from the top-left corner, labeled "4 N".

CATEGORY	A	B	C	D
S-16	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2¼ 692 (700-2¼)
CIRCLING	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2¼ 692 (700-2¼)

GOODLAND ALTIMETER SETTING MINIMUMS

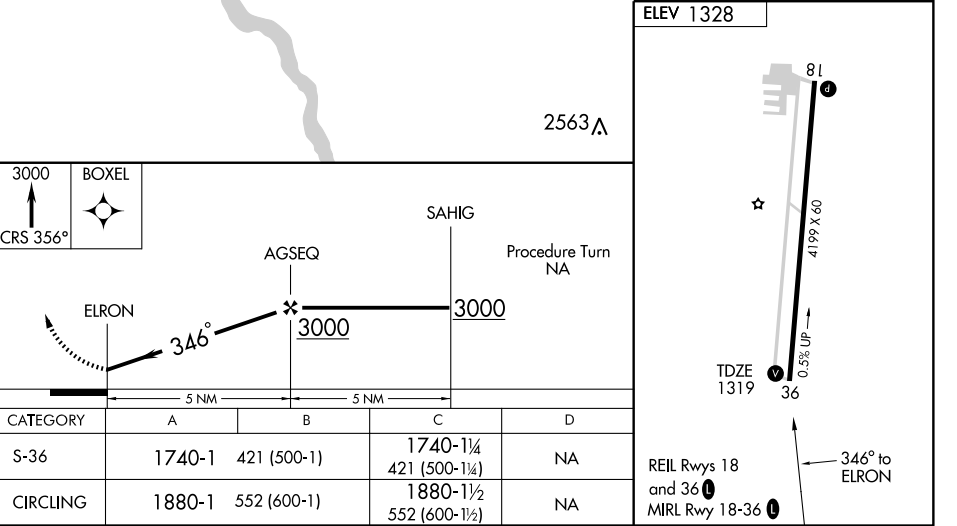
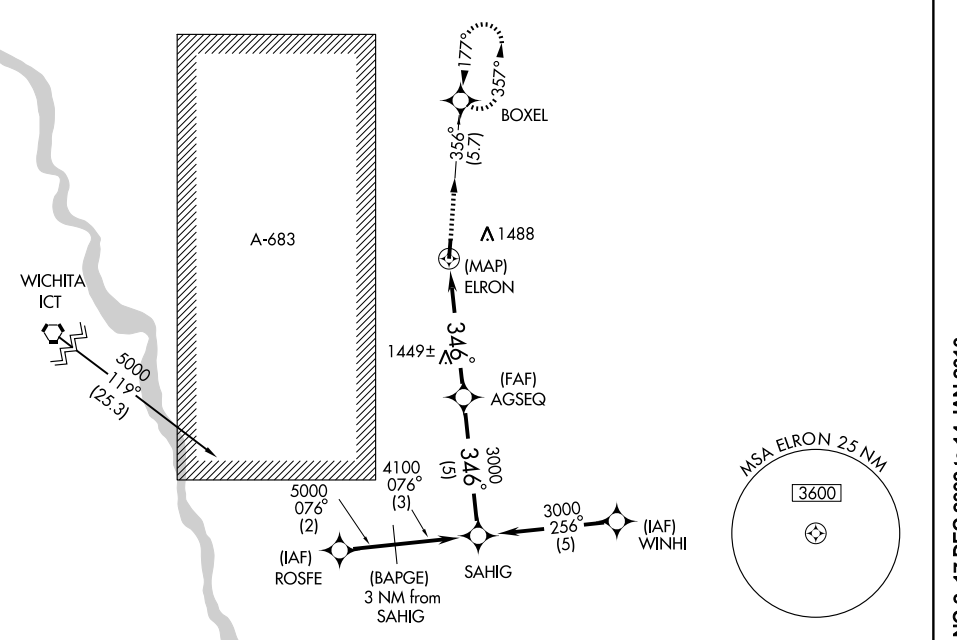
S-16	3740-1 752 (800-1)	3740-1¼ 752 (800-1¼)	3740-2¼ 752 (800-2¼)	3740-2½ 752 (800-2½)
CIRCLING	3740-1 752 (800-1)	3740-1¼ 752 (800-1¼)	3740-2¼ 752 (800-2¼)	3740-2½ 752 (800-2½)

MIRL Rwy 16-34 **L**

NA Use Wichita altimeter setting.

MISSED APPROACH: Climb to 3000 via 356° course to BOXEL WP and hold.

WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.8(CTAF)
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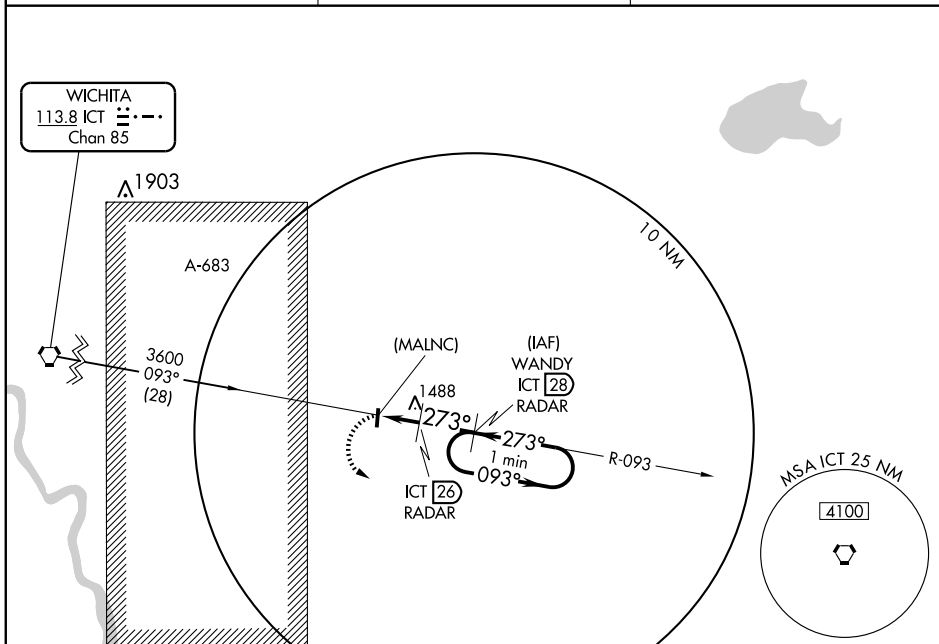


VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg TDZE Apt Elev 1328	N/A N/A
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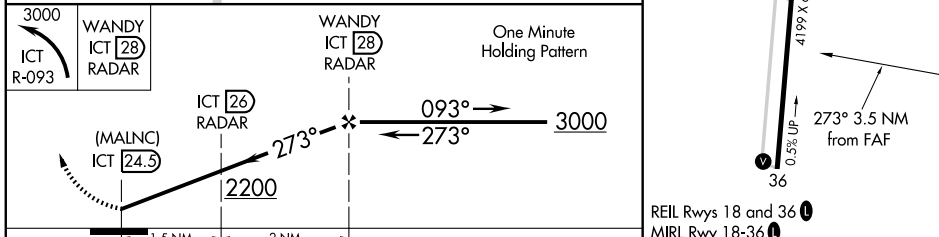
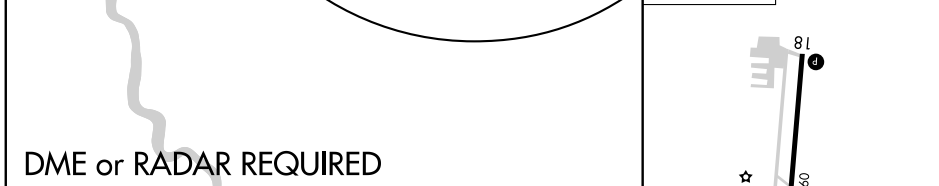
VOR or GPS-A
AUGUSTA MUNI (3A U)

NA	Use Wichita altimeter setting. ACTIVATE VASI Rwy 36-122.8	MISSED APPROACH: Climbing left turn to 3000 via ICT R-093 to WANDY 28 DME/RADAR and hold.
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WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.8 (CTAF)
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ELEV 1328



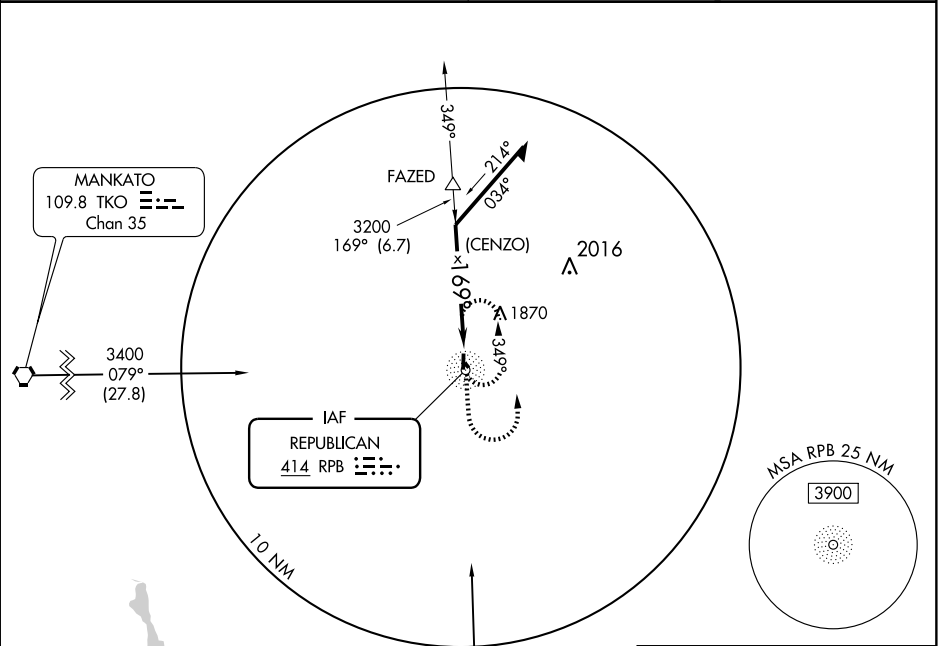
	1.5 NM	2 NM			FAF to MAP 3.5 NM					
CATEGORY	A	B	C	D						
CIRCLING	1780-1	1840-1¼	1840-1½	NA	Knots	60	90	120	150	180
	452 (500-1)	512 (600-1¼)	512 (600-1½)		Min:Sec	3:30	2:20	1:45	1:24	1:10

NDB RPB	APP CRS	Rwy Idg	3500
414	169°	TDZE	1537
		Apt Elev	1537

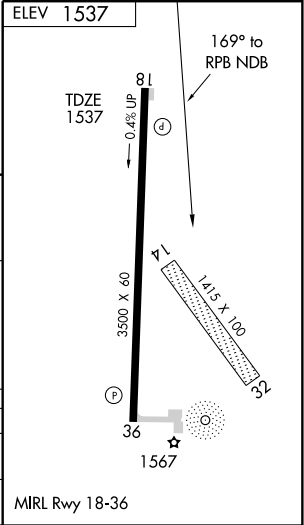
NDB or GPS RWY 18
BELLEVILLE MUNI (RPB)

NA Use Concordia altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.
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WICHITA RADIO 122.1R	UNICOM 122.8 (CTAF)
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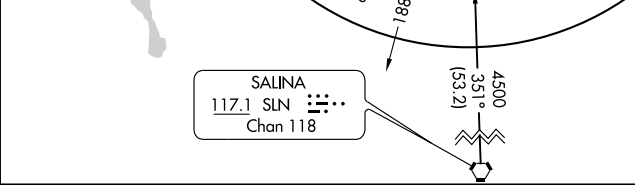
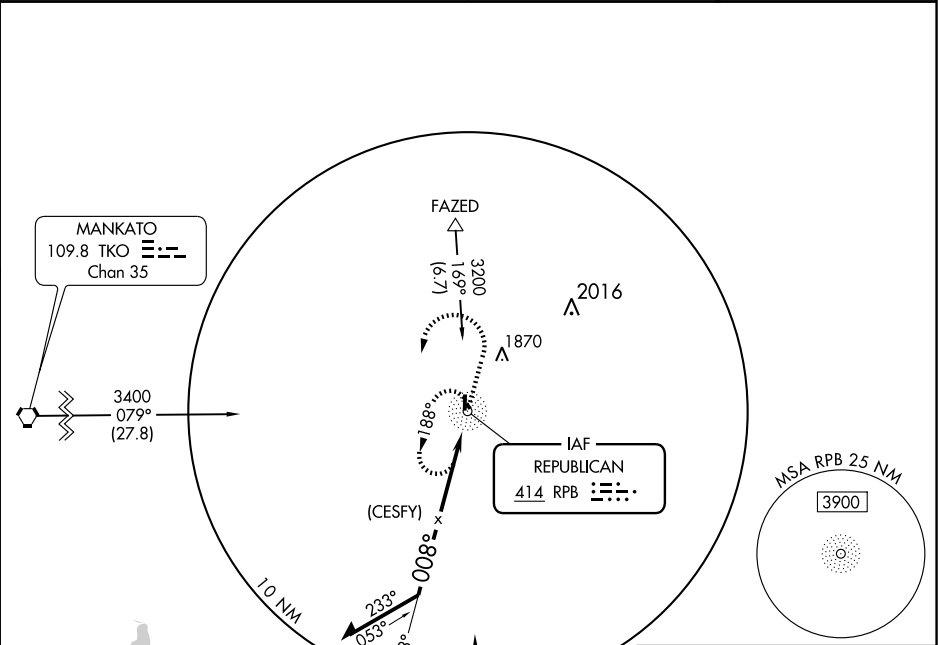
Remain within 10 NM				
CATEGORY	A	B	C	D
S-18	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA
CIRCLING	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA



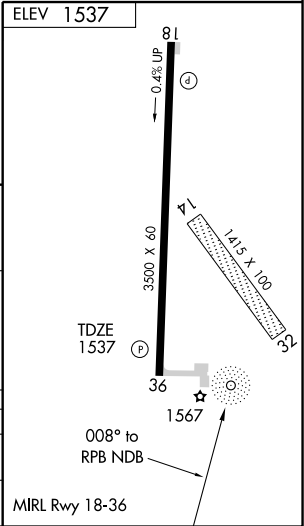
NDB RPB	APP CRS	Rwy Idg	3500
414	008°	TDZE	1537
		Apt Elev	1537

NDB or GPS RWY 36
BELLEVILLE MUNI (RPB)

▲ NA Use Concordia altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.
WICHITA RADIO 122.1R	UNICOM 122.8 (CTAF)



Remain within 10 NM				
3200				
188°				
(CESFY)				
008°				
4 NM				
CATEGORY	A	B	C	D
S-36	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA
CIRCLING	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA



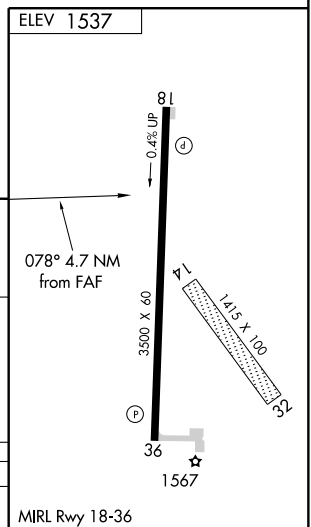
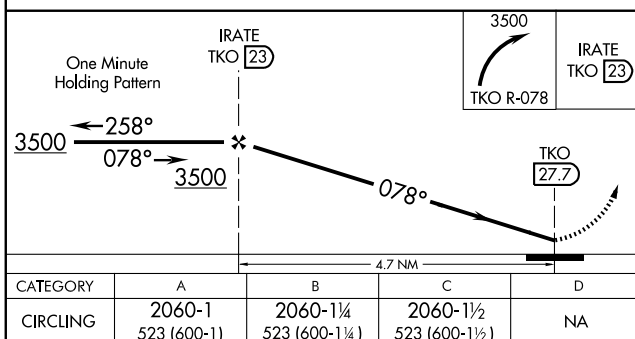
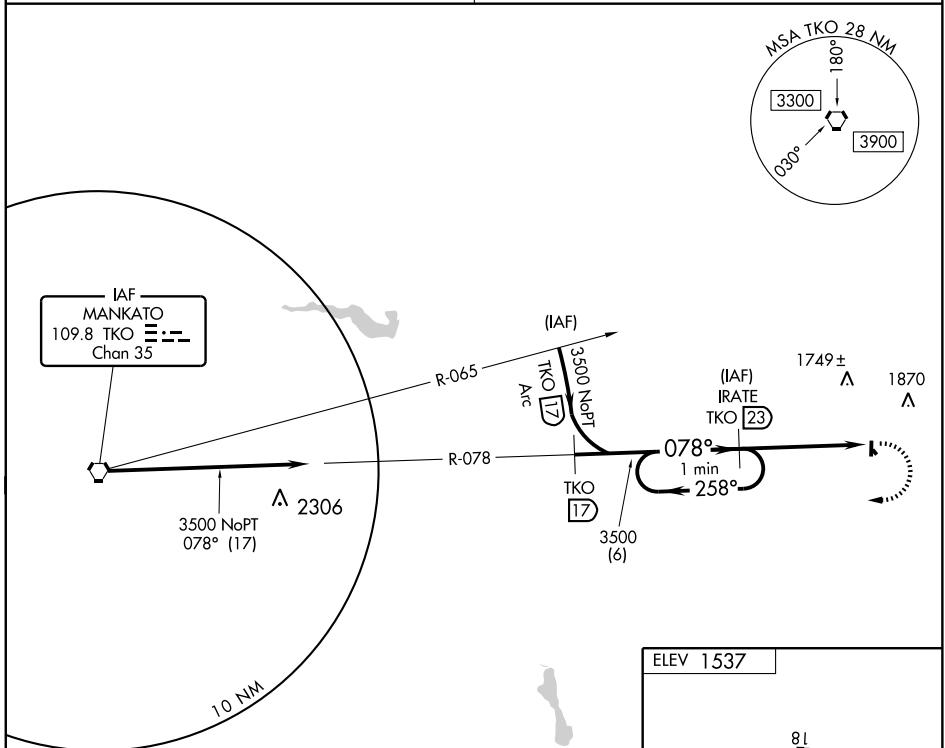
VORTAC TKO 109.8 Chan 35	APP CRS 078°	Rwy Idg TDZE Apt Elev	N/A N/A 1537
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VOR/DME-A
BELLEVILLE MUNI (RPB)

<p> NA Use Concordia altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 3500 via TKO R-078 to IRATE and hold.</p>
--	--

WICHITA RADIO
122.1R

UNICOM
122.8 (CTAF)



APP CRS	Rwy Idg	3610
174°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 17

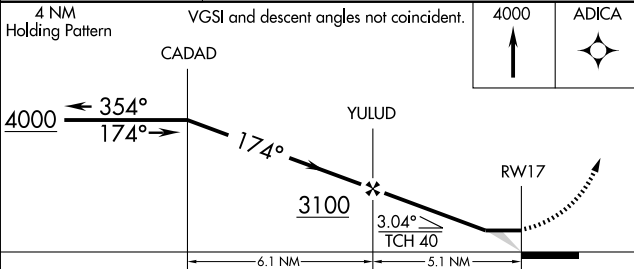
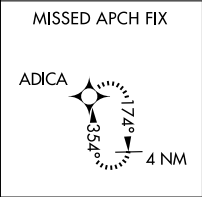
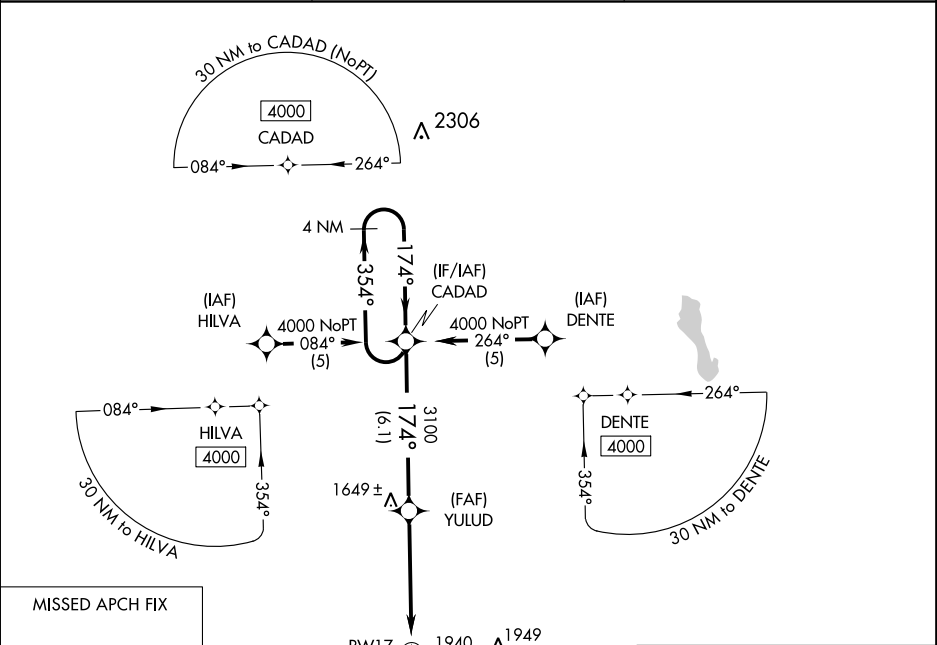
BELOIT/MORITZ MEMORIAL (K61)

NA

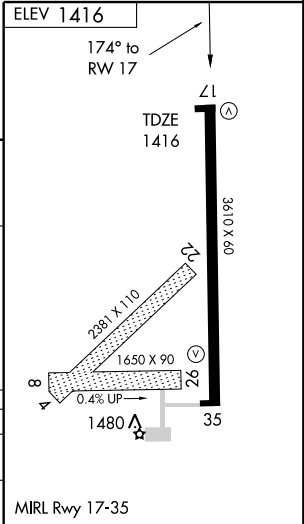
Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA.
Use Blosser Muni altimeter setting. When not received,
use Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 4000 direct ADICA and hold.

AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1980-1	564 (600-1)	NA	NA
CIRCLING	1980-1	564 (600-1)	NA	NA



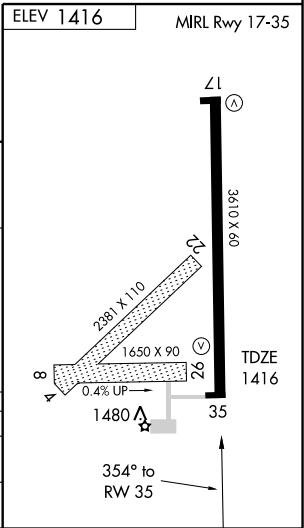
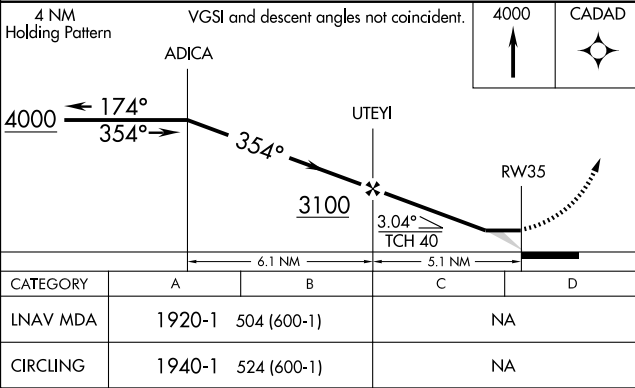
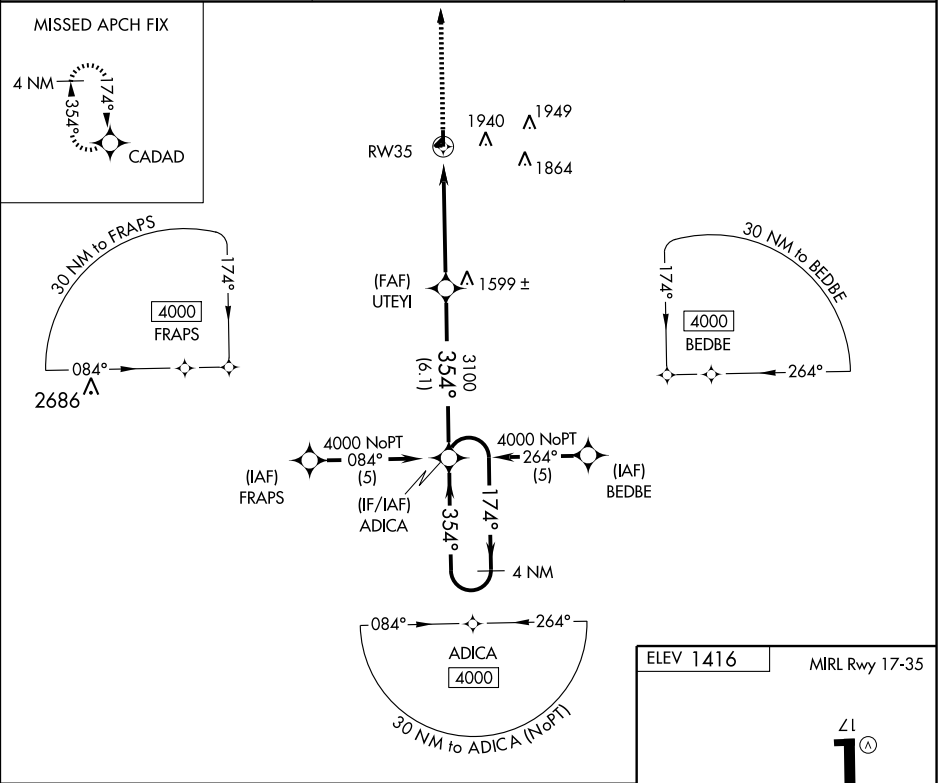
APP CRS	Rwy Idg	3610
354°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 35

BELOIT/MORITZ MEMORIAL (K61)

NA	Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA. Use Blosser Muni altimeter setting; when not received, use Salina Muni altimeter setting and increase all MDA 80 feet.	MISSED APPROACH: Climb to 4000 direct CADAD and hold.
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AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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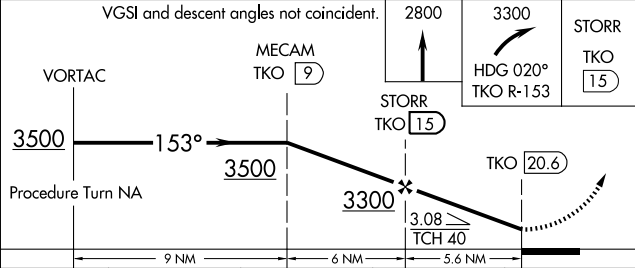
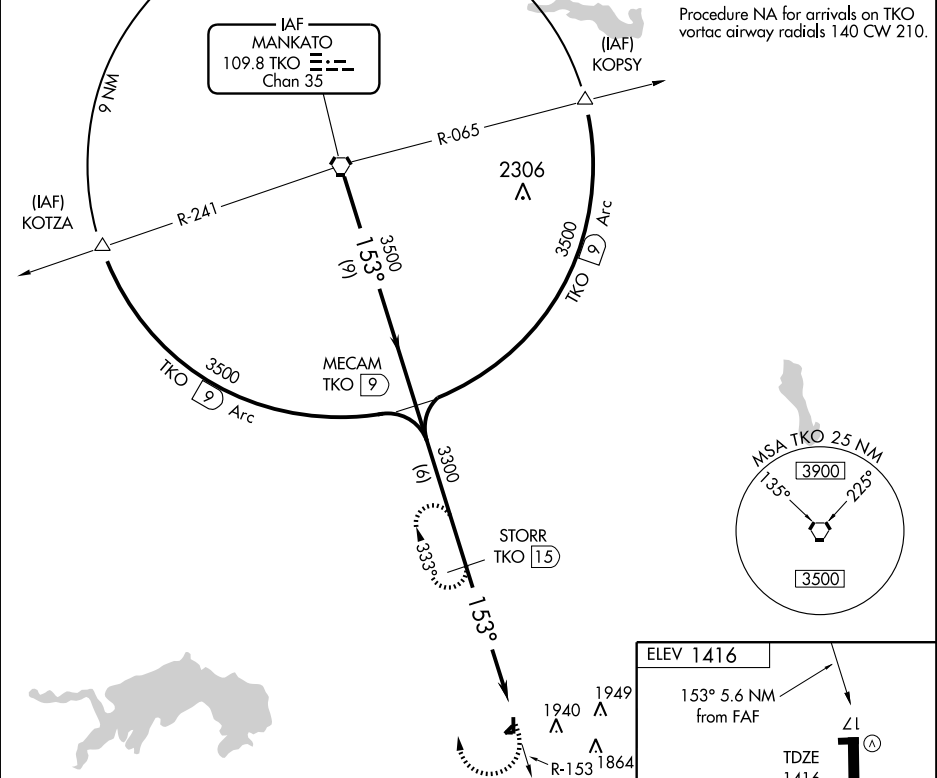
VORTAC TKO	APP CRS	Rwy Idg	3610
109.8	153°	TDZE	1416
Chan 35		Apt Elev	1416

VOR/DME RWY 17
BELOIT/MORITZ MEMORIAL (K61)

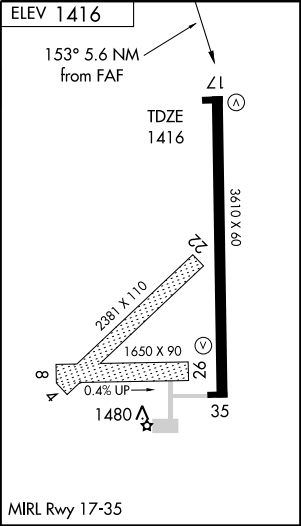
Use Blosser Muni altimeter setting, when not received use Salina Muni altimeter setting and increase all MDA 80 feet, increase S-17 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3300 via heading 020° and TKO R-153 to STORR 15 DME and hold.

AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-17	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2180-2¼ 764 (800-2¼)	NA
CIRCLING	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2340-2¾ 924 (1000-2¾)	NA



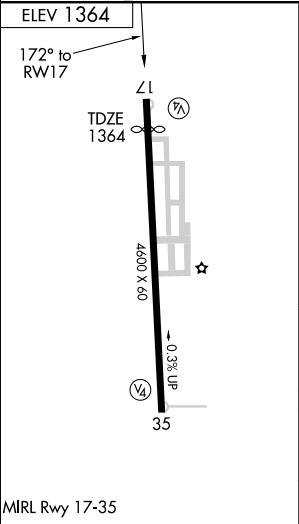
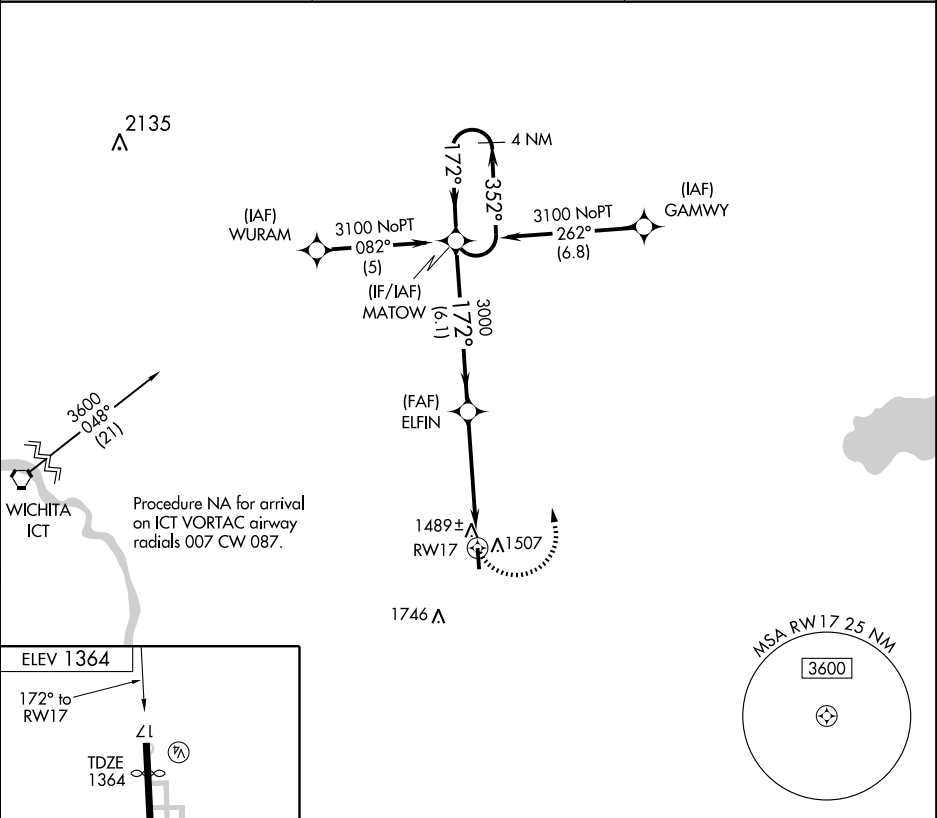
APP CRS	Rwy Idg	4350
172°	TDZE	1364
	Apt Elev	1364

RNAV (GPS) RWY 17

BENTON/LLOYD STEARMAN FIELD (1K1)

NA DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climbing left turn to 3100 direct MATOW and hold.
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WICHITA APP CON 134.8 269.1	CINC DEL 125.0	UNICOM 123.075 (CTAF)
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4 NM Holding Pattern MATOW		VGSI and descent angles not coincident.		3100	MATOW
3100 ← 352° 172° →		ELFIN		RWY17	
		3000		3.04° TCH 35	
		6.1 NM		5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1800-1	436 (500-1)	1800-1¼ 436 (500-1¼)	NA	
CIRCLING	1920-1	556 (600-1)	1920-1½ 556 (600-1½)	NA	

APP CRS	Rwy Idg	5500
175°	TDZE	1173
	Apt Elev	1173

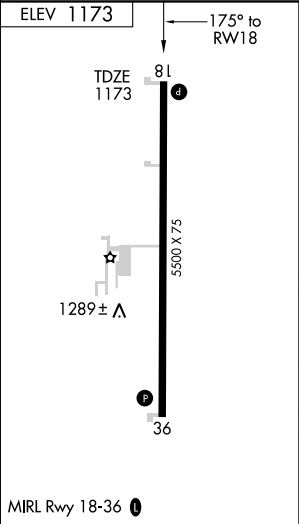
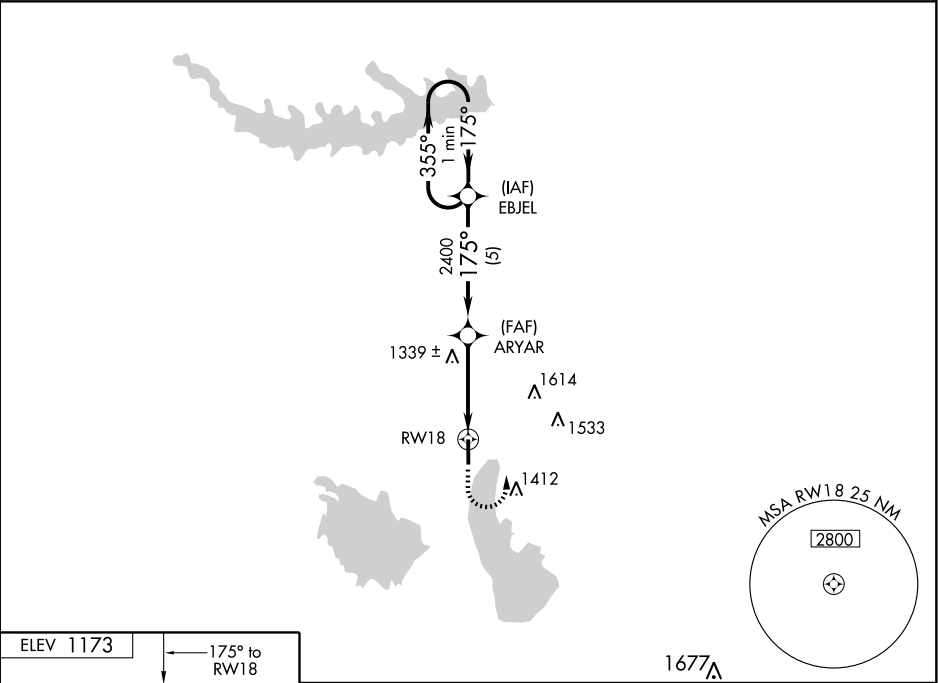
GPS RWY 18

BURLINGTON/COFFEY COUNTY (UKL)

⚠ NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EBJEL WP and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 123.0 (CTAF) 0
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2500 ↑		3000 ↷		EBJEL ✴		One Minute Holding Pattern			
		1.2 NM to RW18		ARYAR		EBJEL			
RW18		1.2		2.5 NM		5 NM			
175°		355°		3000		175°			
2400		≤ 3.00°		TCH 40					
CATEGORY		A		B		C		D	
S-18		1600-1		427 (500-1)		1600-1¼ 427 (500-1¼)		NA	
CIRCLING		1620-1 447 (500-1)		1640-1 467 (500-1)		1640-1½ 467 (500-1½)		NA	
EMPORIA ALTIMETER SETTING MINIMUMS									
S-18		1660-1		487 (500-1)		1660-1¼ 487 (500-1¼)		NA	
CIRCLING		1680-1		507 (600-1)		1680-1½ 507 (600-1½)		NA	

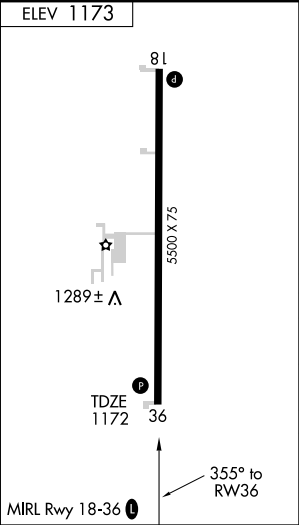
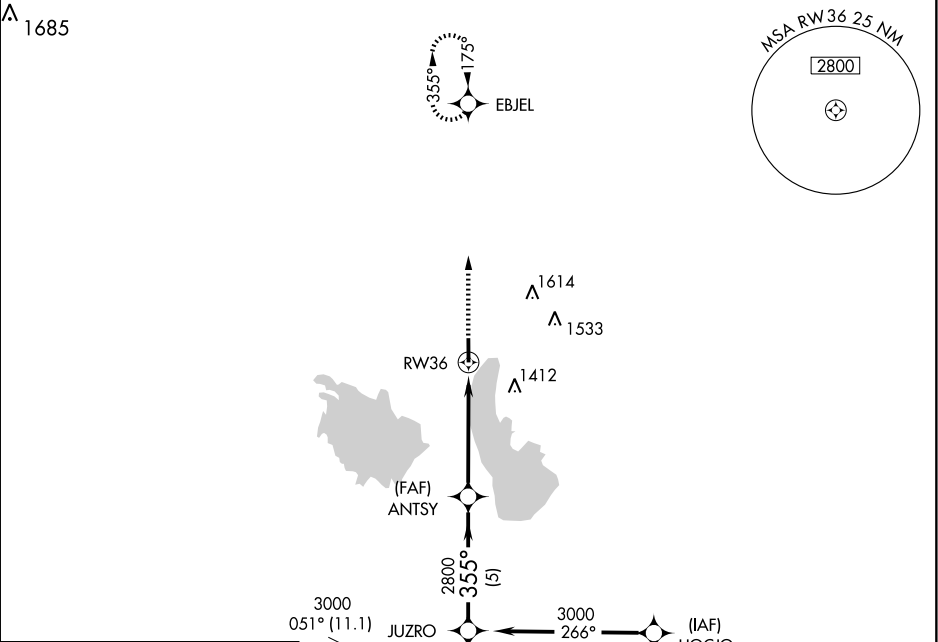
APP CRS	Rwy Idg	5500
355°	TDZE	1172
	Apt Elev	1173

NA Obtain local altimeter setting on CTAF; when not received, use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBJEL WP and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 123.0 (CTAF)
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1685



<div>3000</div> <div>↑</div>		<div>EBJEL</div> <div></div>		<div>JUZRO</div> <div>3000</div>	
<div></div>		<div>1 NM to RW36</div> <div>RW36</div> <div>1 NM</div>		<div>ANTSY</div> <div>2800</div> <div>355°</div> <div>≤ 2.99° TCH 43</div> <div>4 NM</div> <div>5 NM</div>	
CATEGORY	A		B	C	D
S-36	1540-1 368 (400-1)				NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA	
EMPORIA ALTIMETER SETTING MINIMUMS					
S-36	1600-1 428 (500-1)		1600-1¼ 428 (500-1¼)	NA	
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA	

NDB UKL
245

APP CRS
007°

Rwy Idg	5500
TDZE	1172
Apt Elev	1173

NDB RWY 36

BURLINGTON/COFFEY COUNTY (UKL)

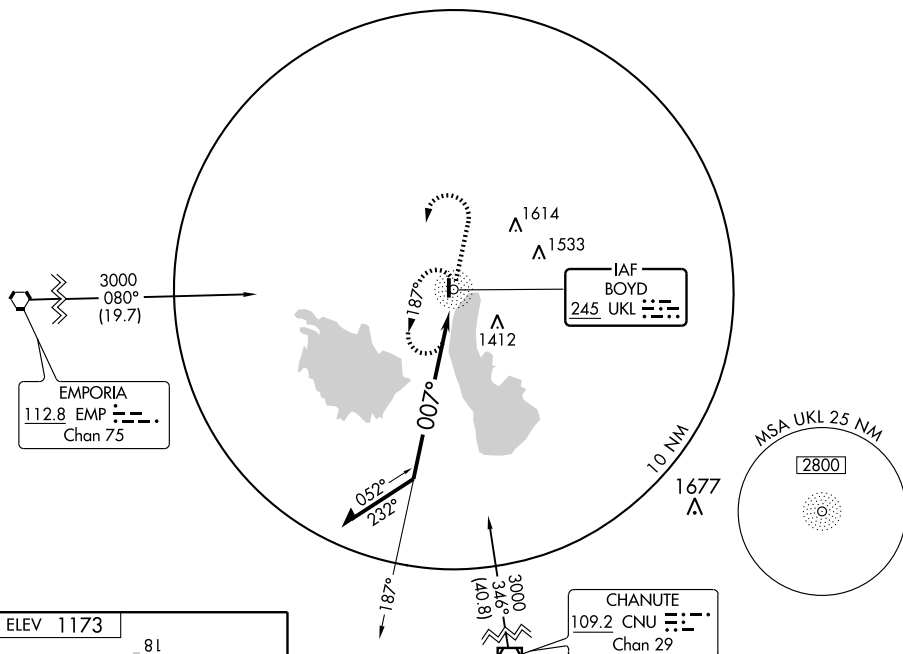
NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct UKL NDB and hold.

AWOS-3
121.125

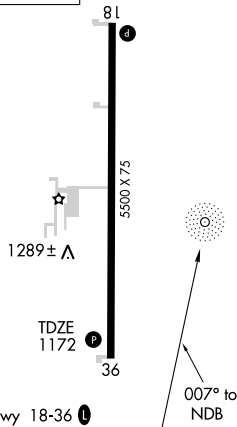
KANSAS CITY CENTER
127.725 270.25

UNICOM
123.0 (CTAF) **L**



NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1173



Remain
within 10 NM

NDB

2500

300

UKL

245

3000

0070

CATEGORY

A

B

C

D

S-36

1840-1 668 (700-1)

1840-1 3/4
668 (700-1 3/4)

NA

CIRCLING

1840-1 467 (700-1)

1840-1 3/4
667 (700-1 3/4)

NA

EMPORIA ALTIMETER SETTING MINIMUMS

S-36

1900-1 728 (800-1)

1900-2
728 (800-2)

NA

CIRCLING

 $1800 - 1 = 727 (800 - 1)$

1900-2
727 (800-2)

NA

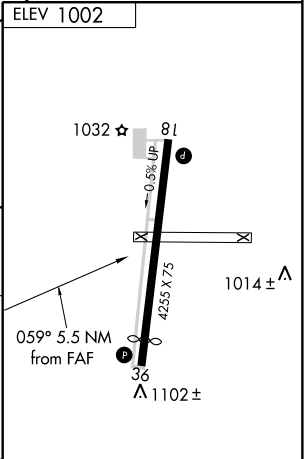
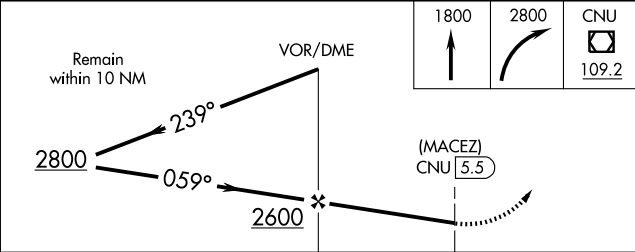
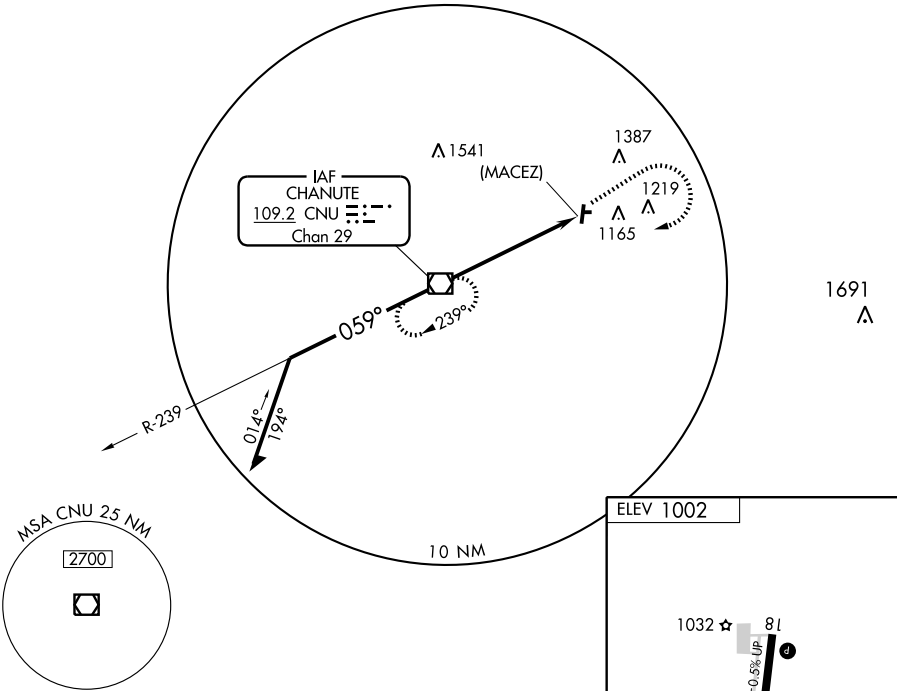
Knots	60	90	120	150	180
Min:Sec					

VOR/DME CNU 109.2 Chan 29	APP CRS 059°	Rwy Idg TDZE Apt Elev 1002	N/A N/A 1002
---	------------------------	---	---

VOR/DME or GPS-A
CHANUTE MARTIN JOHNSON (CNU)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct CNU VOR/DME and hold.
--

ASOS 127.075	KANSAS CITY CENTER 132.9 279.5	UNICOM 122.7 (CTAF) 1
------------------------	--	---------------------------------



CATEGORY	A	B	C	D
CIRCLING	1480-1	478 (500-1)	NA	NA

MIRL Rwy 18-36 1

VOR/DME CNU 109.2 Chan 29	APP CRS 002°	Rwy Idg TDZE Apt Elev 1002	3985 1002 1002
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VOR/DME RNAV or GPS RWY 36

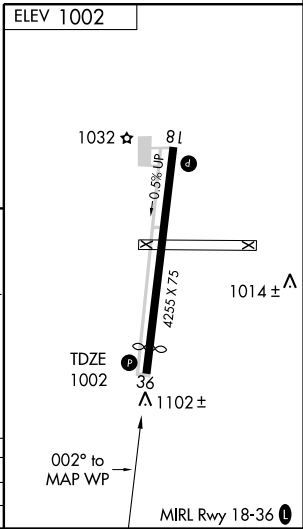
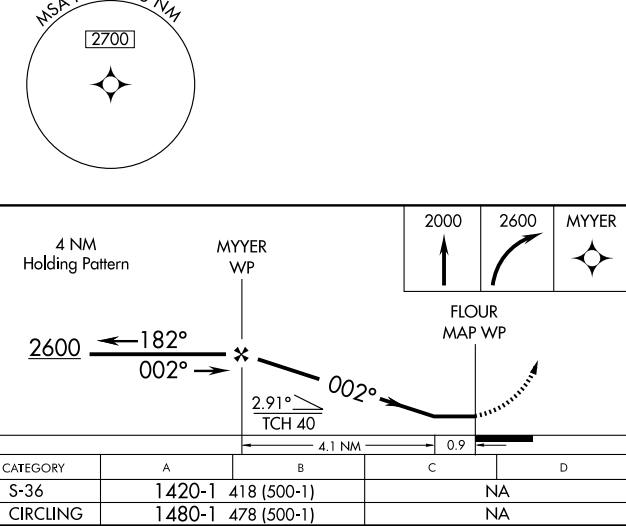
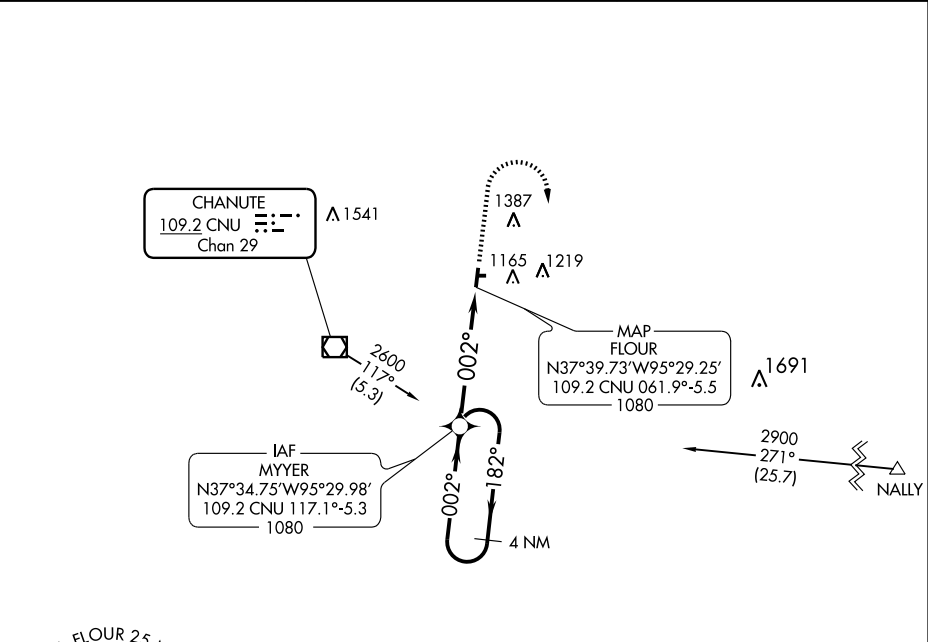
CHANUTE MARTIN JOHNSON (CNU)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MYER WP and hold.

ASOS
127.075

KANSAS CITY CENTER
132.9 279.5

UNICOM
122.7 (CTAF) 1

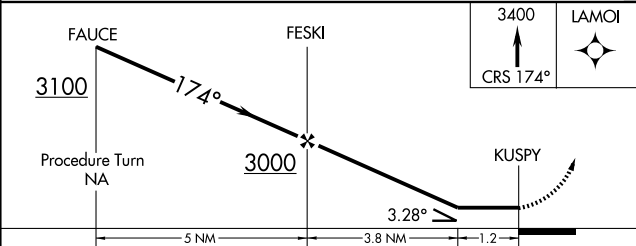
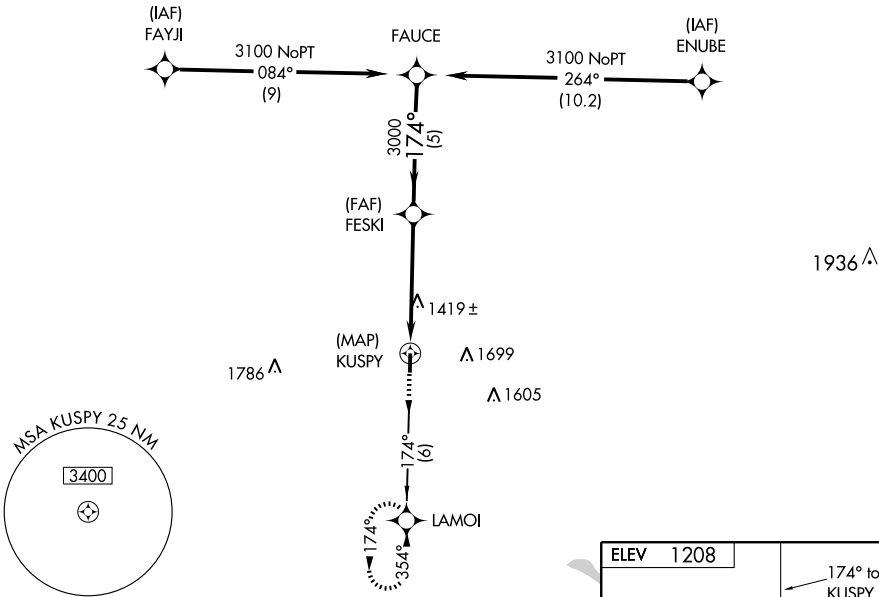


APP CRS	Rwy Idg	4199
174°	TDZE	1208
	Apt Elev	1208

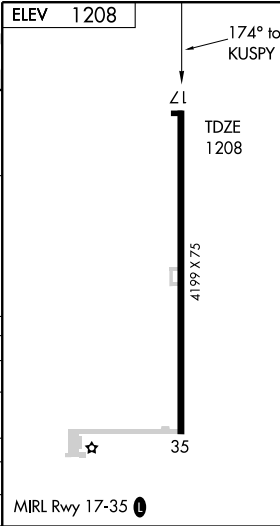
▼ Use local altimeter setting on CTAF; when not received,
▲ NA use Salina altimeter setting.

MISSED APPROACH: Climb to 3400 via 174° to LAMOI WP and hold.

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	1680-1	472 (500-1)	NA	NA
CIRCLING	1680-1 472 (500-1)	1700-1 492 (500-1)	NA	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-17	1780-1	572 (600-1)	NA	NA
CIRCLING	1800-1	592 (600-1)	NA	NA



NDB CYW	APP CRS	Rwy Idg	4199
362	340°	TDZE	1206
		Apt Elev	1208

NDB or GPS RWY 35

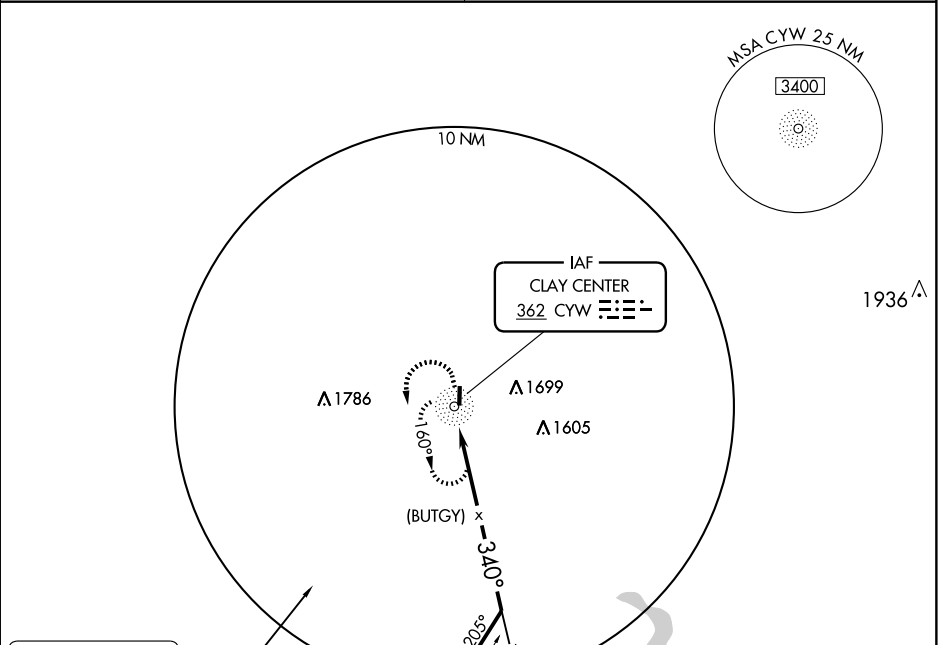
CLAY CENTER MUNI (CYW)

▼ Use Salina altimeter setting; if not received, procedure

▲ NA not authorized.

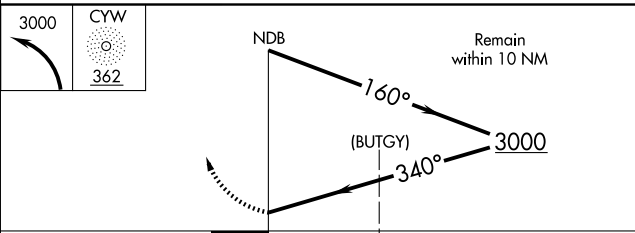
MISSED APPROACH: Climbing left turn to 3000 in CYW NDB holding pattern.

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8 (CTAF) 0
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SALINA
117.1 SLN Chan 118

3800
031°
(34.7)



CATEGORY	A	B	C	D
S-35	1980-1 774 (800-1)	1980-1¼ 774 (800-1¼)	1980-2¼ 774 (800-2¼)	NA
CIRCLING	1980-1 773 (800-1)	1980-1¼ 773 (800-1¼)	1980-2¼ 773 (800-2¼)	NA

ELEV 1208

MIRL Rwy 17-35 **0**

4199 X 75

TDZE 1206

35

340° to NDB

Knots 60 90 120 150 180

Min:Sec

NDB CFV
212

APP CRS
002°

Rwy Idg	5872
TDZE	744
Apt Elev	754

NDB or GPS RWY 35



MISSED APPROACH: Climb to 2400 then right turn direct CFV NDB and hold.

ASOS
121.275

KANSAS CITY CENTER
132.9 279.5

UNICOM
123.0 (CTAF) **L**

1375

Λ 1210

IAF
COFFEYVILLE
212 CFV ::::

1319A


TYROE

00

1290

x (BURFA)

10 NM

OSWEGO
6 OSW 
Chan 123

2400
- 250° -
(18.1)

MSA CFV 25 NM

2700

2400

CFV

212

NDB

Remain
within 10 NM

(BURFA)

2400

CATEGORY

A

C

D

S. 1

1400-1 656 (700-1)

$$\frac{1400 - 1\frac{3}{4}}{656 (700 - 1\frac{3}{4})}$$

1 400-2
656 (700-2)

CIRCLING

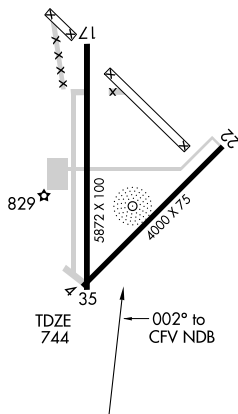
1400-1 646 (700-1)

1 400-13/4
646 (700-13/4)

1400-2
646 (700-3)

ELEV 754

MIRL Rwy 17-35 **L**
REIL Rwy 35 **L**



VORTAC OSW
117.6
Chan 123

APP CRS
250°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	754

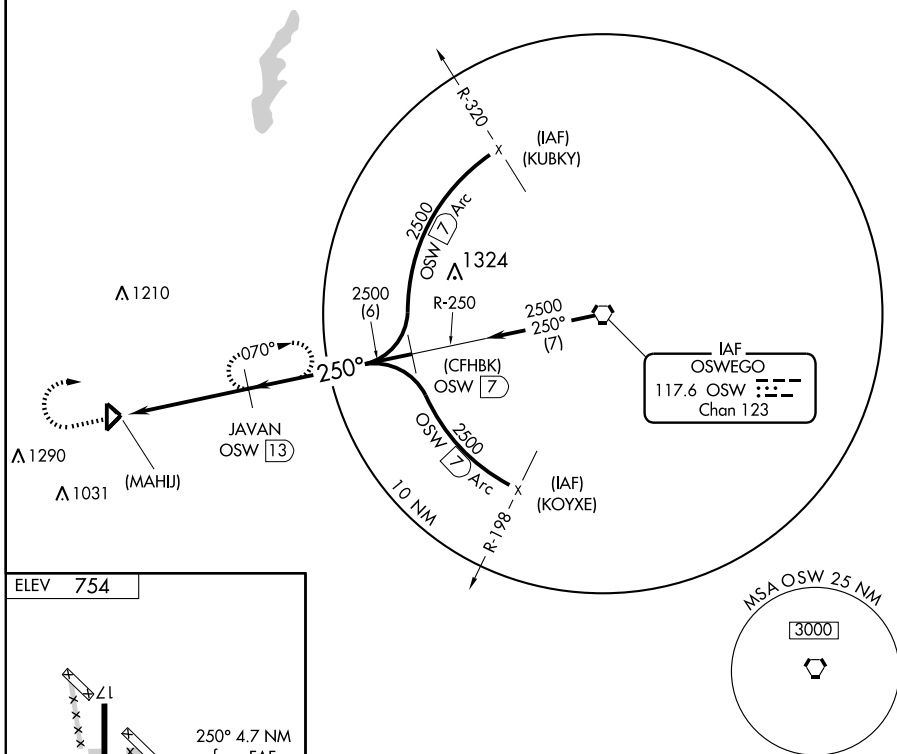
VOR/DME or GPS-A
COFFEYVILLE MUNI (CFV)



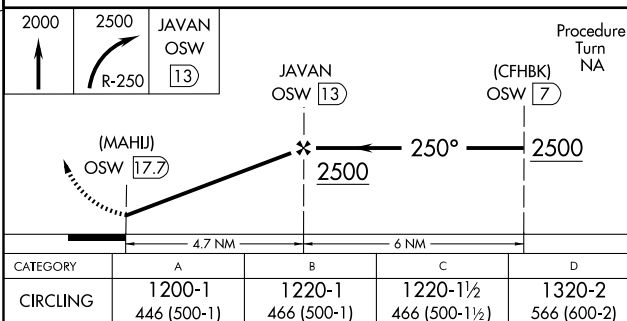
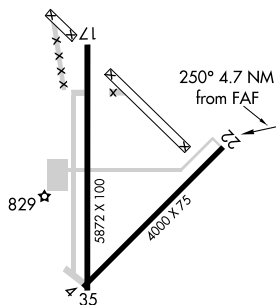
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via OSW R-250 to JAVAN/13 DME and hold.

ASOS
121,275

KANSAS CITY CENTER
132.9 279.5

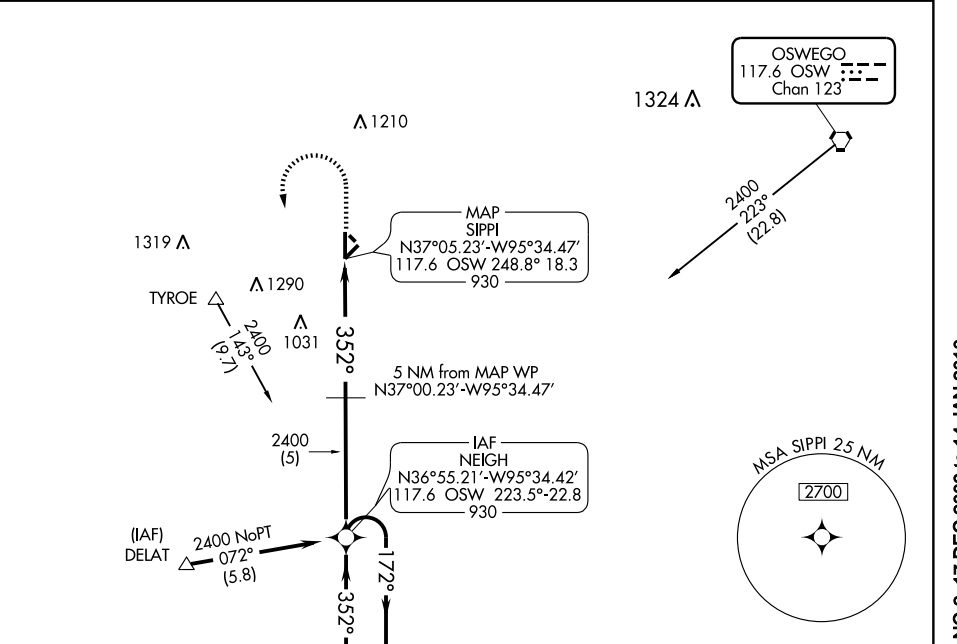
UNICOM
123.0 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

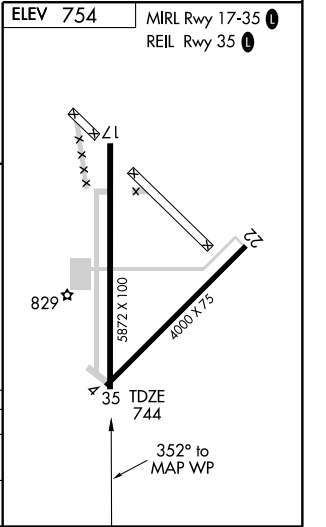
MIRL Rwy 17-35 **L**REIL Rwy 35 **L**

MISSED APPROACH: Climb to 2400 then left turn direct to NEIGH WP and hold.

ASOS 121.275	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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2400	NEIGH	5 NM from MAP WP	NEIGH WP	4 NM Holding Pattern
	SIPI MAP WP 352° 3.03°	2400	172° →	2400
1.3	3.7 NM	5 NM		
CATEGORY	A	B	C	D
S-35	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-1¾ 556 (600-1¾)
CIRCLING	1300-1 546 (600-1)		1300-1½ 546 (600-1½)	1300-2 546 (600-2)

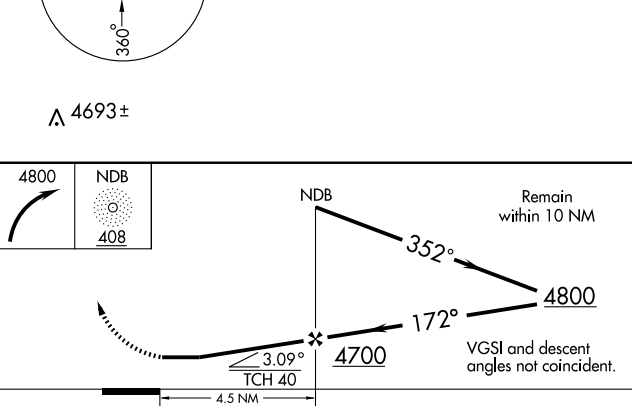
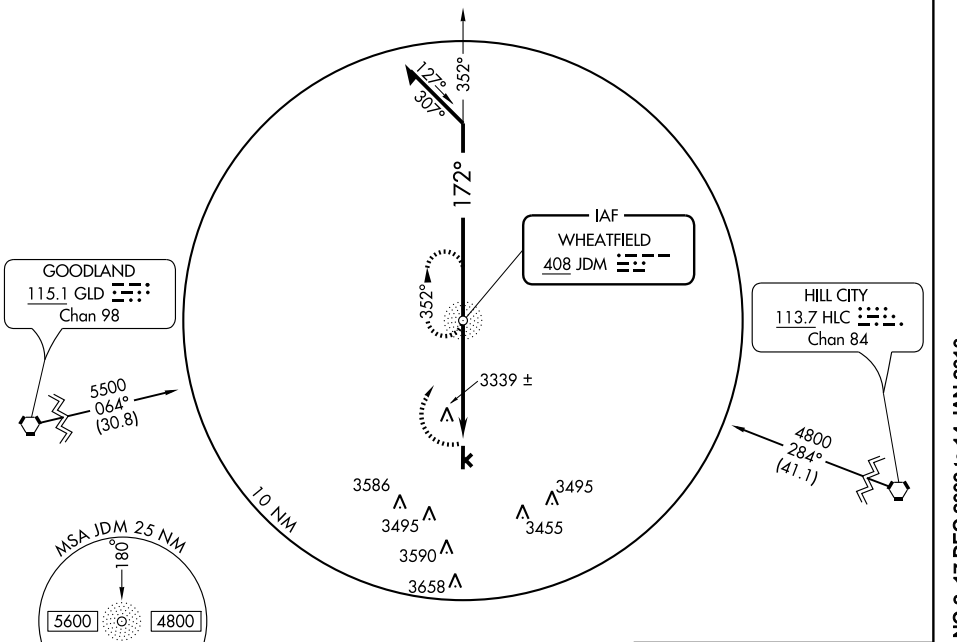


▼

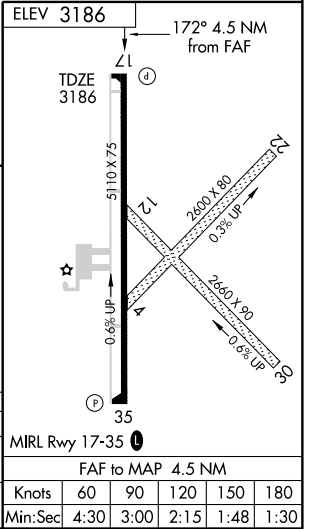
▲ NA

MISSED APPROACH: Climbing right turn to 4800 direct JDM NDB and hold.

AWOS-3 118.175	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	3640-1 454 (500-1)		3640-1 ¼ 454 (500-1 ¼)	NA
CIRCLING	3640-1 454 (500-1)		3640-1 ½ 454 (500-1 ½)	NA



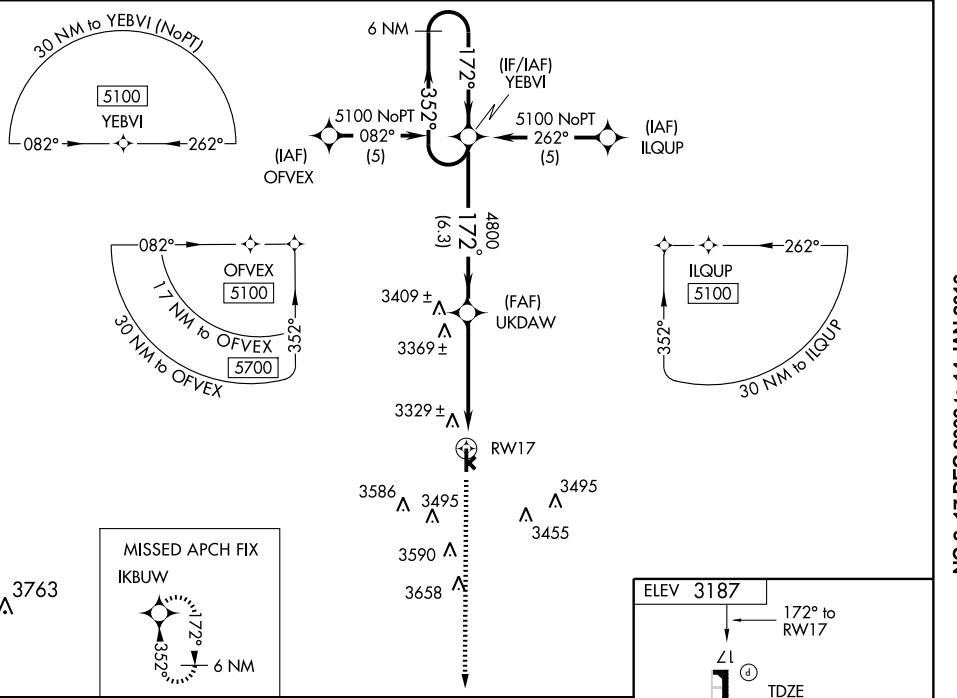
▼

NA

Baro-VNAV NA when using Goodland altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Goodland altimeter setting and increase DA 136 feet, increase all MDA 140 feet and increase LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5200 direct IKBWU and hold.

AWOS-3 118.175	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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<div> <div>6 NM Holding Pattern</div> <div>YEBVI</div> <div>UKDAW</div> <div>RW17</div> </div> <div> <div>5100</div> <div>352°</div> <div>172°</div> <div>4800</div> <div>6.3 NM</div> <div>4.9 NM</div> </div> <div> <div>5200</div> <div>IKBWU</div> </div>				
CATEGORY	A	B	C	D
LNAV/DA	3636-1½ 449 (500-1½)			NA
LNAV MDA	3620-1	433 (500-1)	3620-1¼ 433 (500-1¼)	NA
CIRCLING	3640-1	453 (500-1)	3640-1½ 453 (500-1½)	NA

ELEV 3187

172° to RW17

TDZE 3187

5110 X 75

12

2600 X 80

0.3% UP

2600 X 80

0.6% UP

35

MIRL Rwy 17-35

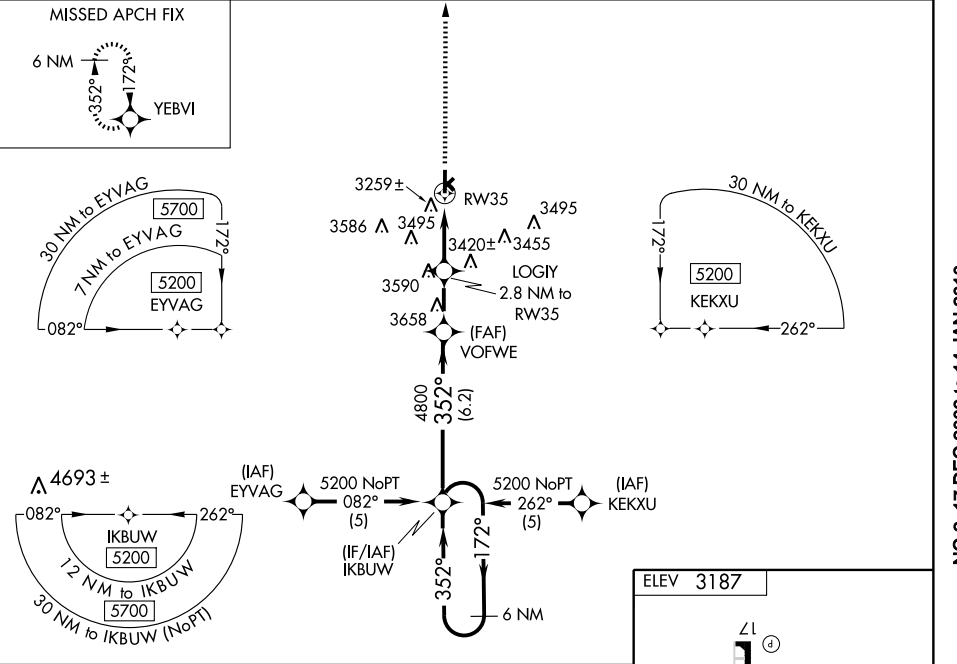
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Goodland altimeter setting. When local altimeter setting not received, use Goodland altimeter setting and increase all DA 136 feet, and all MDA 140 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5100 direct YEBVI and hold.

AWOS-3 118.175	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) ①
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6 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

5100 YEBVI

LOGIY 2.8 NM to RW35

VOFWE

4800

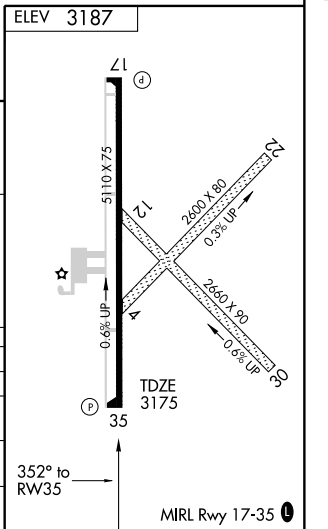
4100*

*1.4 NM to RW35

*LNAV only.

GS 3.00° TCH 48

CATEGORY	A	B	C	D
LPV DA	3425-1 250 (300-1)			NA
LNAV/VNAV DA	3554-1½ 379 (400-1½)			NA
LNAV MDA	3640-1 465 (500-1)	3640-1¼ 465 (500-1¼)		NA
CIRCLING	3640-1 453 (500-1)	3640-1½ 453 (500-1½)		NA



APP CRS	Rwy Idg	3600
174°	TDZE	1482
	Apt Elev	1486

GPS RWY 17

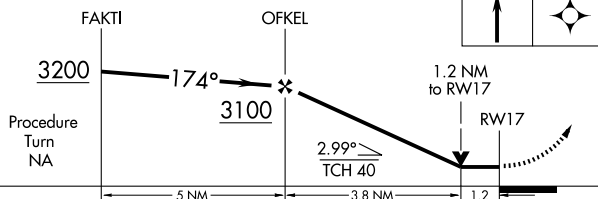
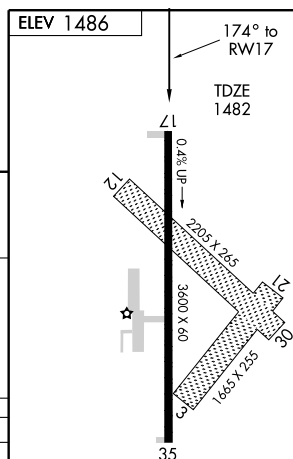
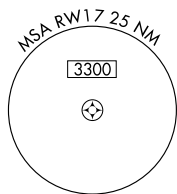
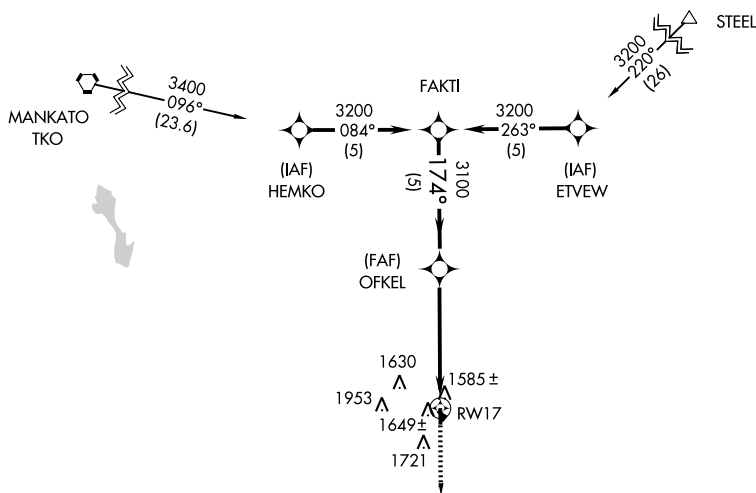
CONCORDIA/BLOSSER MUNI (CNK)



MISSED APPROACH: Climb to 3200 direct YEWTO WP and hold.

ASOS
123.825

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-17	1900-1	418 (500-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	

MIRL Rwy 17-35 **L**

GPS RWY 35

CONCORDIA/BLOSSER MUNI (CNK)

APP CRS	Rwy Idg
354°	3600
TDZE	1486
Apt Elev	1486

▼

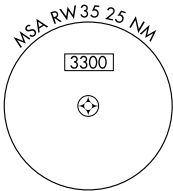
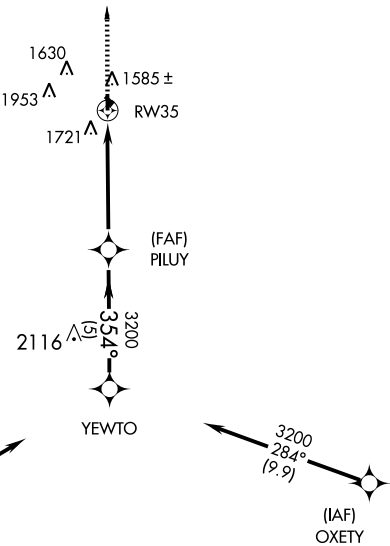
▲ NA

MISSED APPROACH: Climb to 3200 direct FAKTI WP and hold.

ASOS
123.825

KANSAS CITY CENTER
134.9 363.2

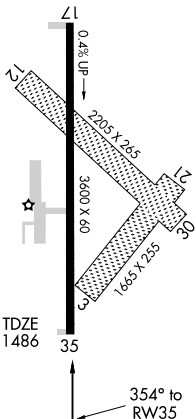
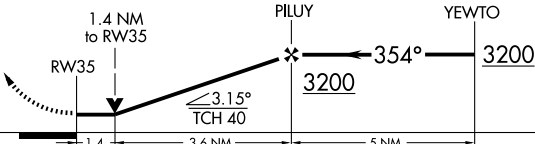
UNICOM
122.8 (CTAF) 0



3200

FAKTI

Procedure
Turn
NA




CATEGORY	A	B	C	D
S-35	2040-1	554 (600-1)		NA
CIRCLING	2080-1	594 (600-1)		NA

MIRL Rwy 17-35 0

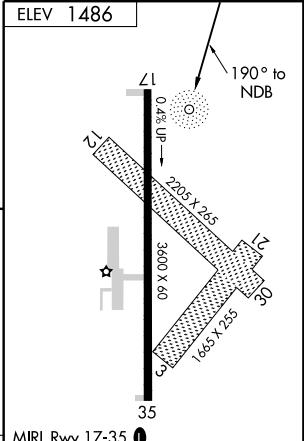
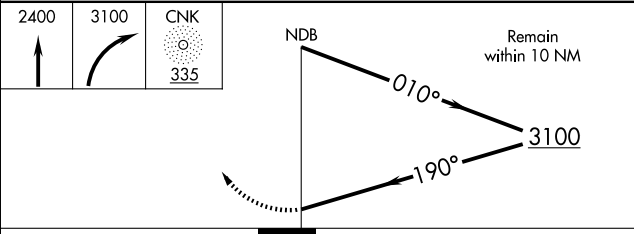
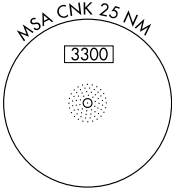
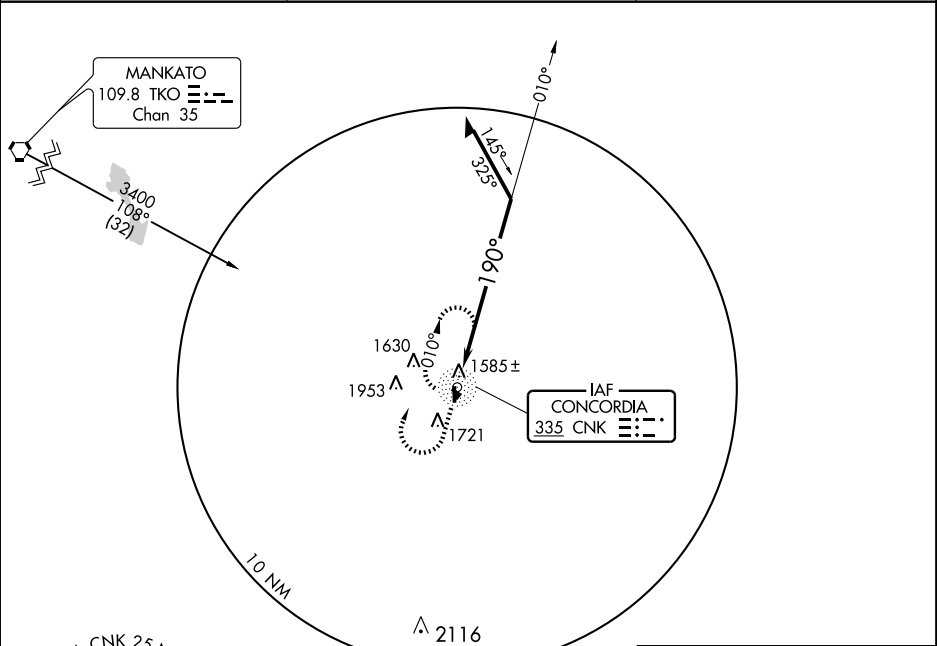
NDB CNK 335	APP CRS 190°	Rwy Idg TDZE Apt Elev N/A N/A 1486
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NDB-A

CONCORDIA/ BLOSSER MUNI (CNK)

	MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct CNK NDB and hold.
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ASOS 123.825	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2080-1	594 (600-1)	NA		Min:Sec					

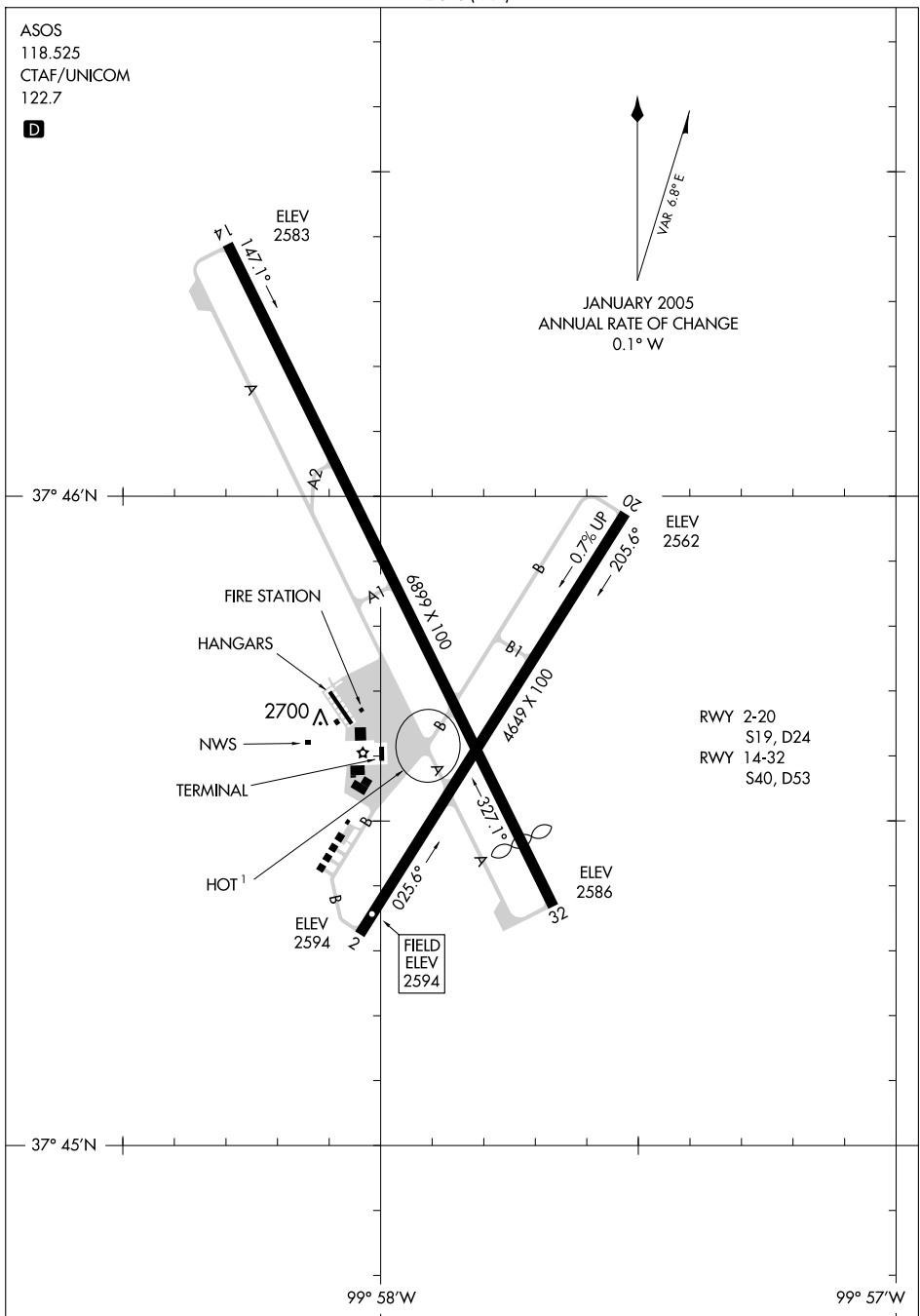
AIRPORT DIAGRAM

AL-676 (FAA)

DODGE CITY RGNL (DDC)
DODGE CITY, KANSAS

ASOS
118.525
CTAF/UNICOM
122.7

D



NC-2, 17 DEC 2009 to 14 JAN 2010

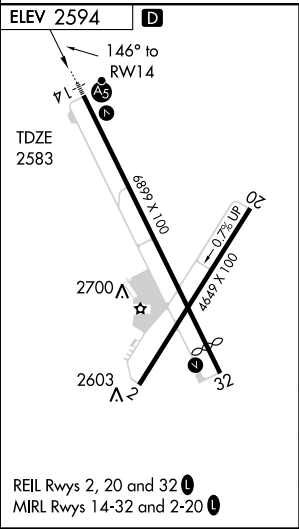
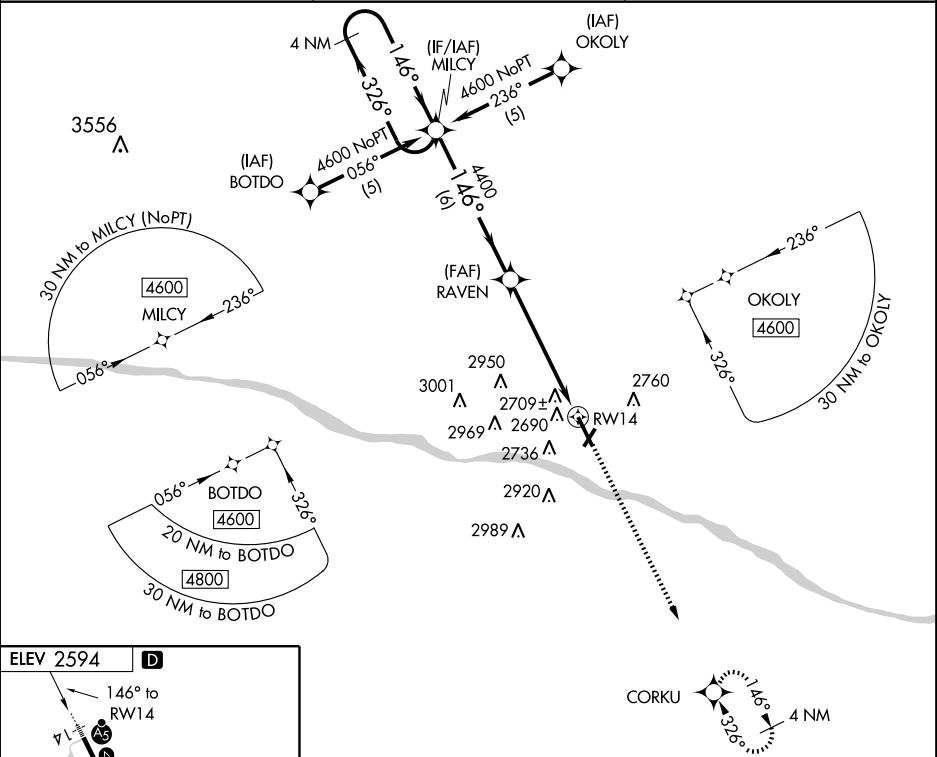
WAAS CH 65609 W14A	APP CRS 146°	Rwy Idg TDZE Apt Elev	6329 2583 2594
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RNAV (GPS) RWY 14

DODGE CITY RGNL (DDC)

A DME/DME RNP-0.3 NA. BARO-VNAV NA below -20°C (-4°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DA/MDAs 140 feet. VDP and BARO-VNAV NA with Garden City altimeter setting. For inoperative MALSR, increase LPV all CATs visibility to 1, and LNAV Cat D visibility to 1¼.	MALSR 	MISSED APPROACH: Climb to 4600 direct CORKU and hold.
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ASOS 118.525	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.7 (CTAF) 0
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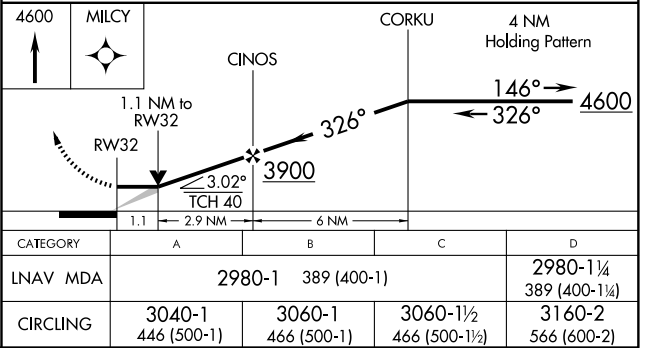
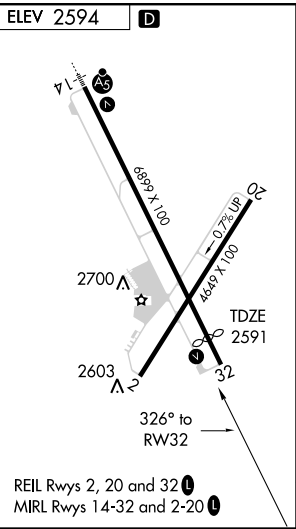
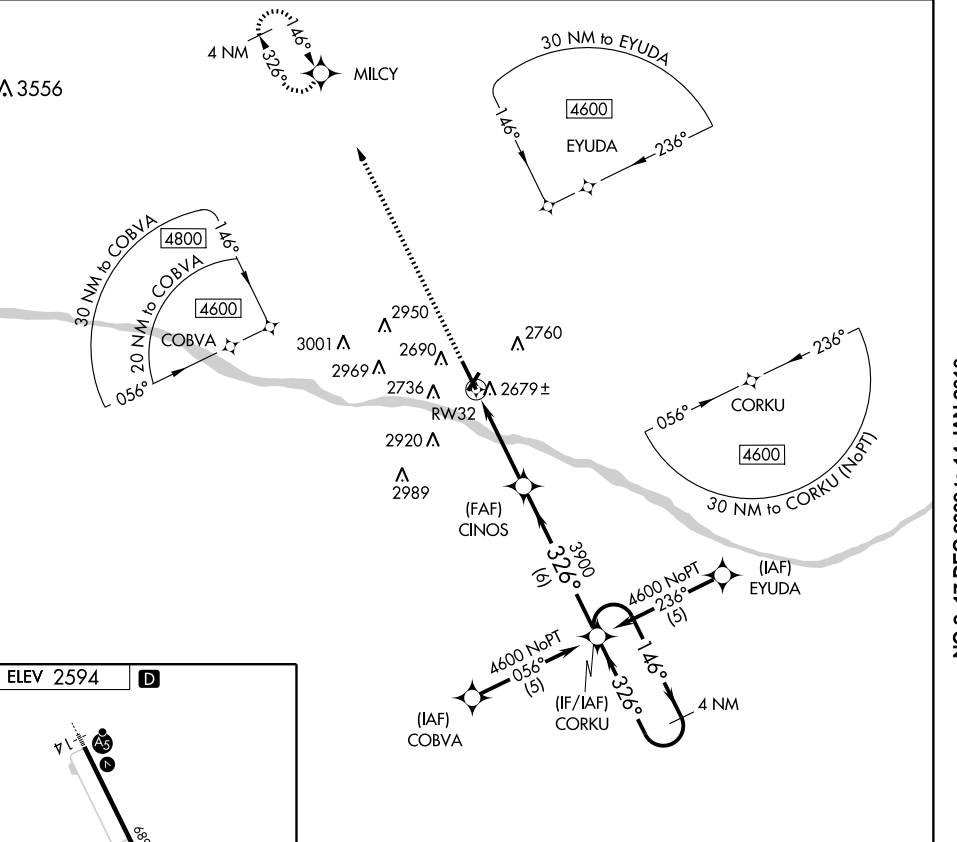


4 NM Holding Pattern				
MILCY				
4600 ← 326° → 146° →				
GS 3.00° TCH 40				
RAVEN				
4400				
* 1.1 NM to RW14				
* LNAV only				
6 NM 4.4 NM 1.1				
CATEGORY	A	B	C	D
LPV DA		2833-½	250 (300-½)	
LNAV/VNAV DA		2988-1	405 (400-1)	
LNAV MDA		2960-½	377 (400-½)	2960-1 377 (400-1)
CIRCLING	3040-1½ 446 (500-1½)	3060-1½	466 (500-1½)	3160-2 566 (600-2)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4600 direct MILCY and hold.

ASOS 118.525	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.7 (CTAF) 0
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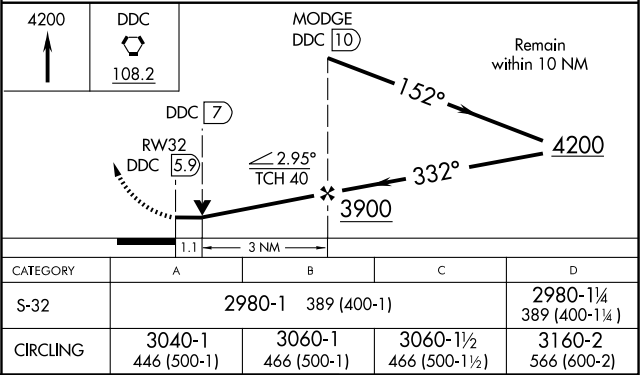
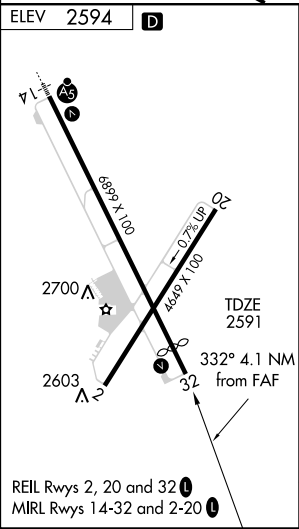
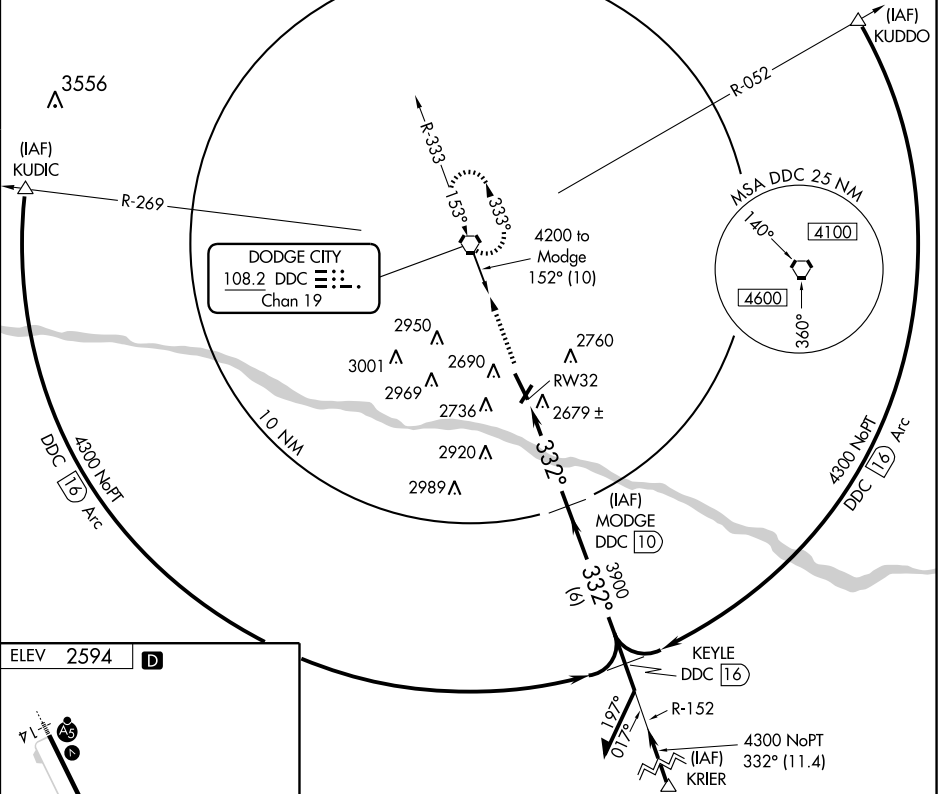
VORTAC DDC 108.2 Chan 19	APP CRS 332°	Rwy Idg TDZE Apt Elev	6329 2591 2594
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VOR/DME RWY 32
DODGE CITY RGNL (DDC)

If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4200 direct DDC VORTAC and hold.

ASOS 118.525	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.7 (CTAF) 1
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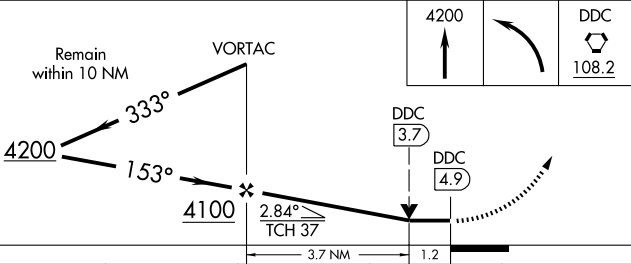
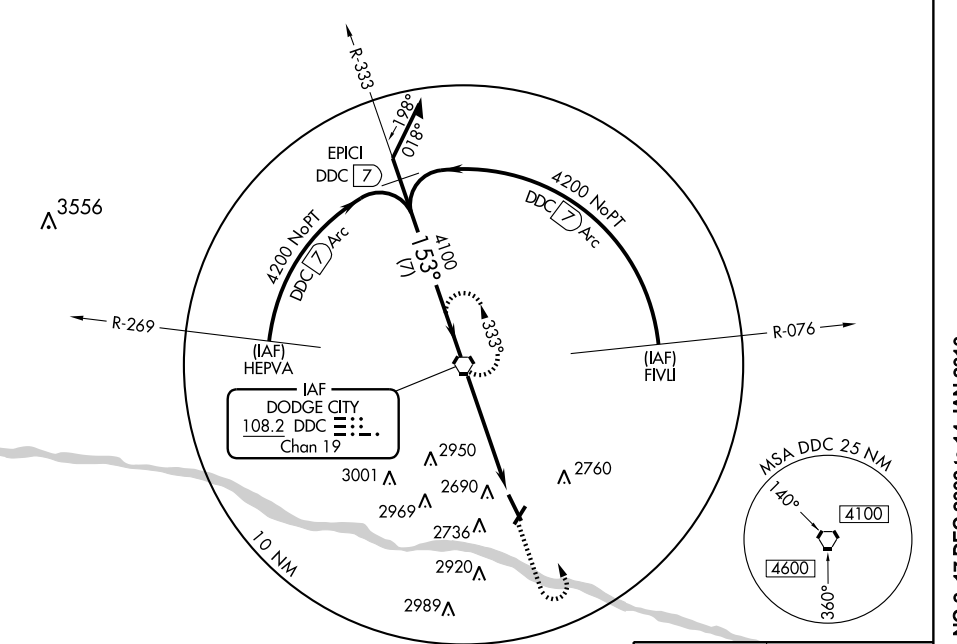


If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. For inoperative MALSR, increase S-14 Cat D visibility to 1¼ mile. VDP NA with Garden City altimeter setting.

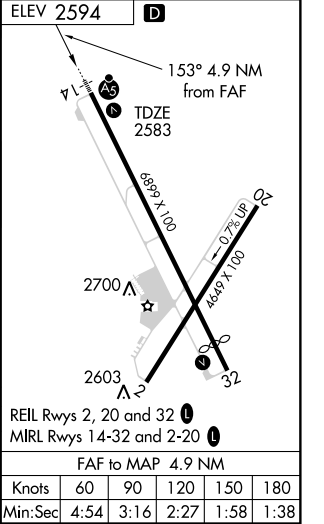
MALSR

MISSED APPROACH: Climb to 4200 then left turn direct DDC VORTAC and hold.

ASOS 118.525	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-14	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	3000-1 417 (500-1)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)



▲ NA

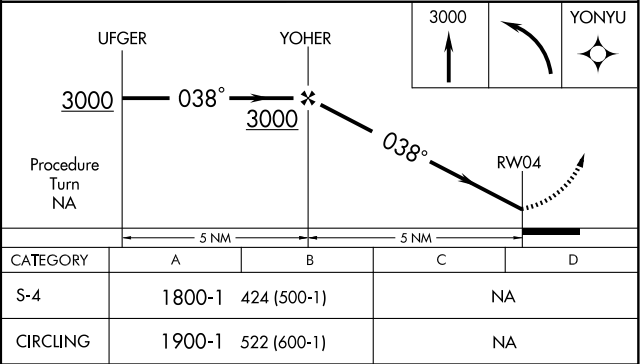
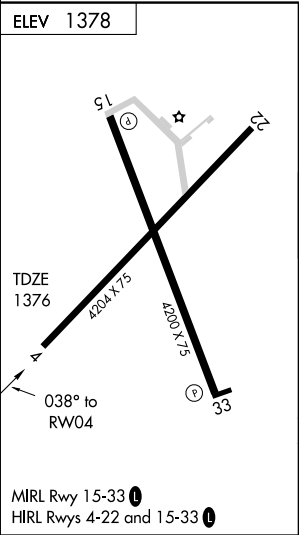
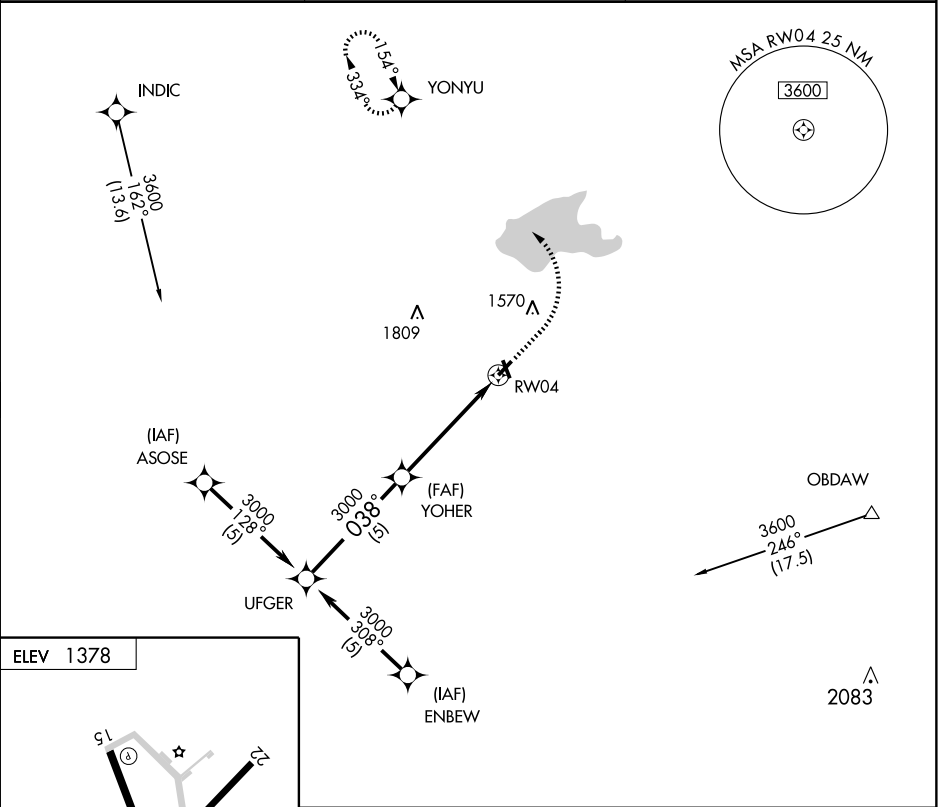
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct YONYU WP and hold.

WICHITA APP CON
134.8 269.1

UNICOM
122.8 (CTAF)

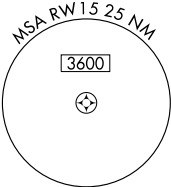
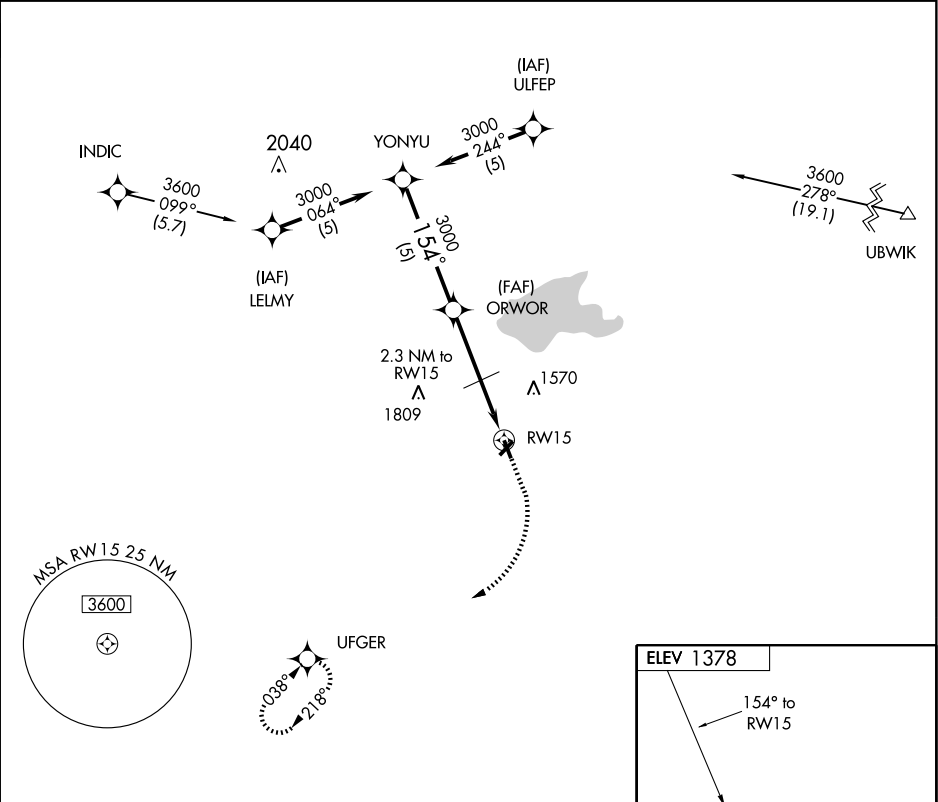
122.9 0



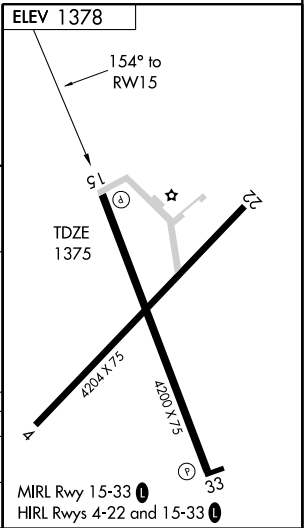
APP CRS	Rwy Idg	4200
154°	TDZE	1375
	Apt Elev	1378

NA	Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct UFGER WP and hold.
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WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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	YONYU	ORWOR	3000	154°	3000	2.3 NM to RW15	2120	RW15
Procedure								
Turn								
NA								
CATEGORY	A	B	C	D				
S-15	1880-1	505 (600-1)			NA			
CIRCLING	1900-1	522 (600-1)			NA			



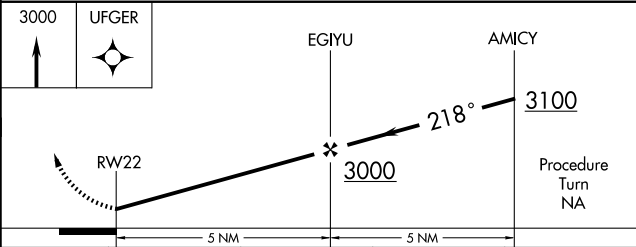
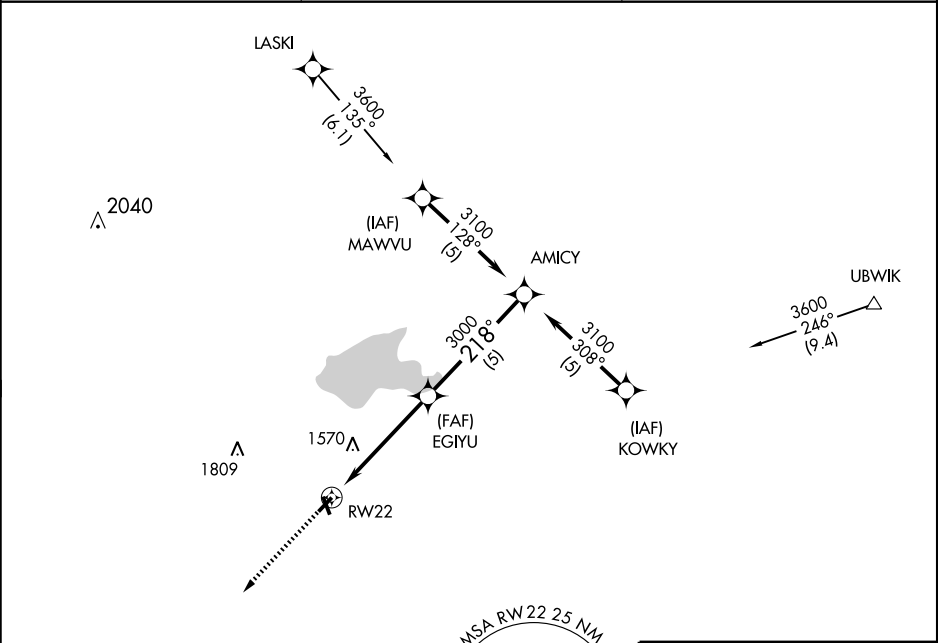
GPS RWY 22

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

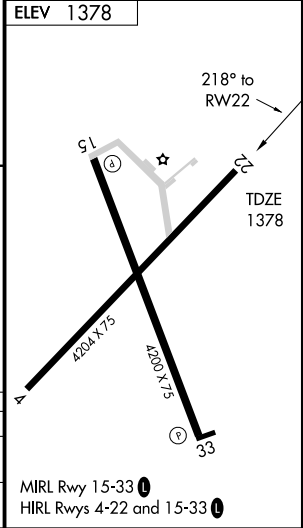
APP CRS	Rwy Idg	4204
218°	TDZE	1378
	Apt Elev	1378

NA Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 direct UFGER WP and hold.
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WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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CATEGORY	A	B	C	D
S-22	1960-1	582 (600-1)	NA	
CIRCLING	1960-1	582 (600-1)	NA	



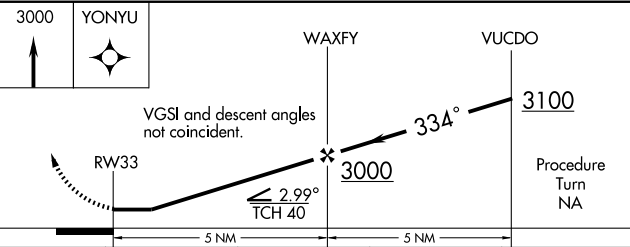
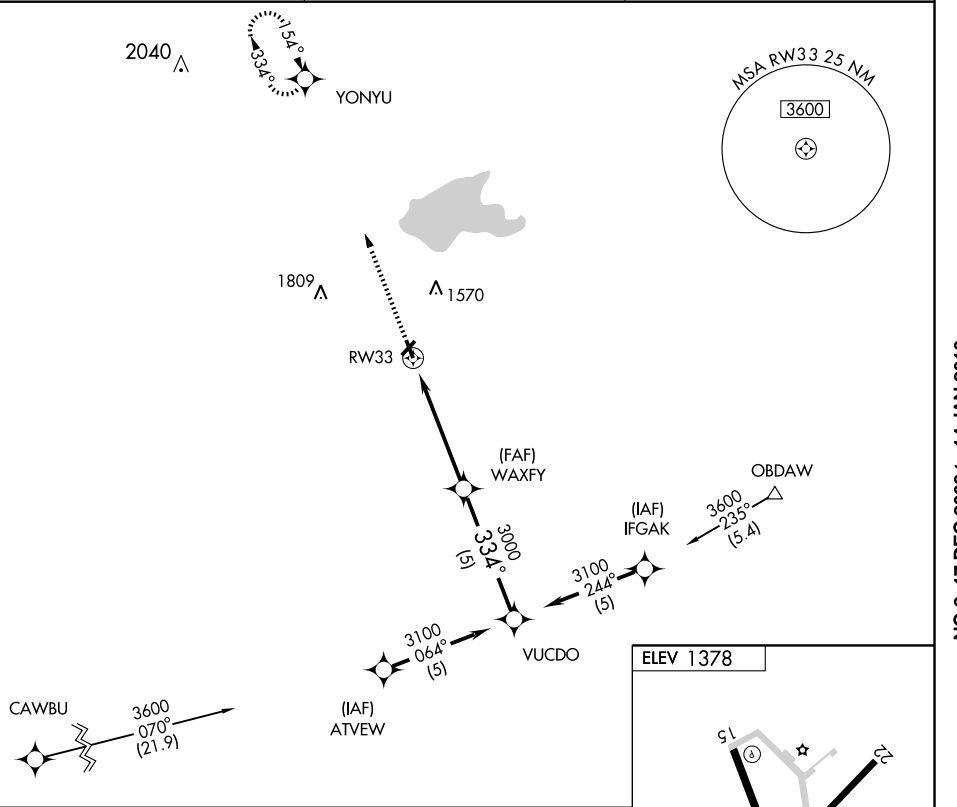
APP CRS	Rwy Idg	4200
334°	TDZE	1373
	Apt Elev	1378

▲ NA

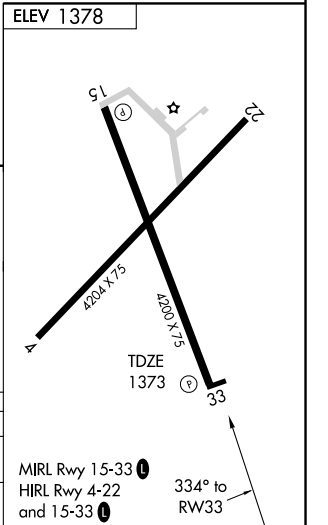
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct YONYU WP and hold.

WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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CATEGORY	A	B	C	D
S-33	1860-1	487 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	



NC-2, 17 DEC 2009 to 14 JAN 2010

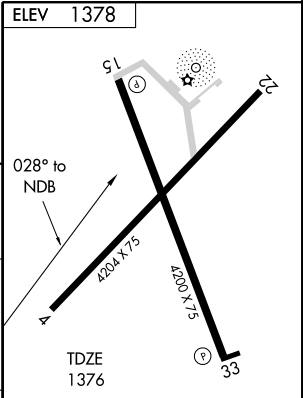
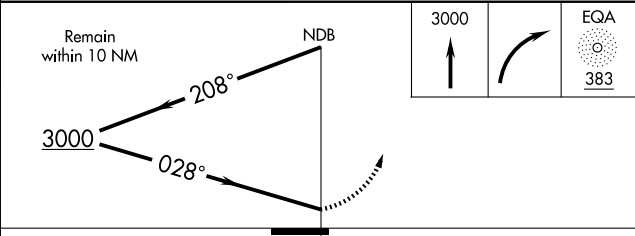
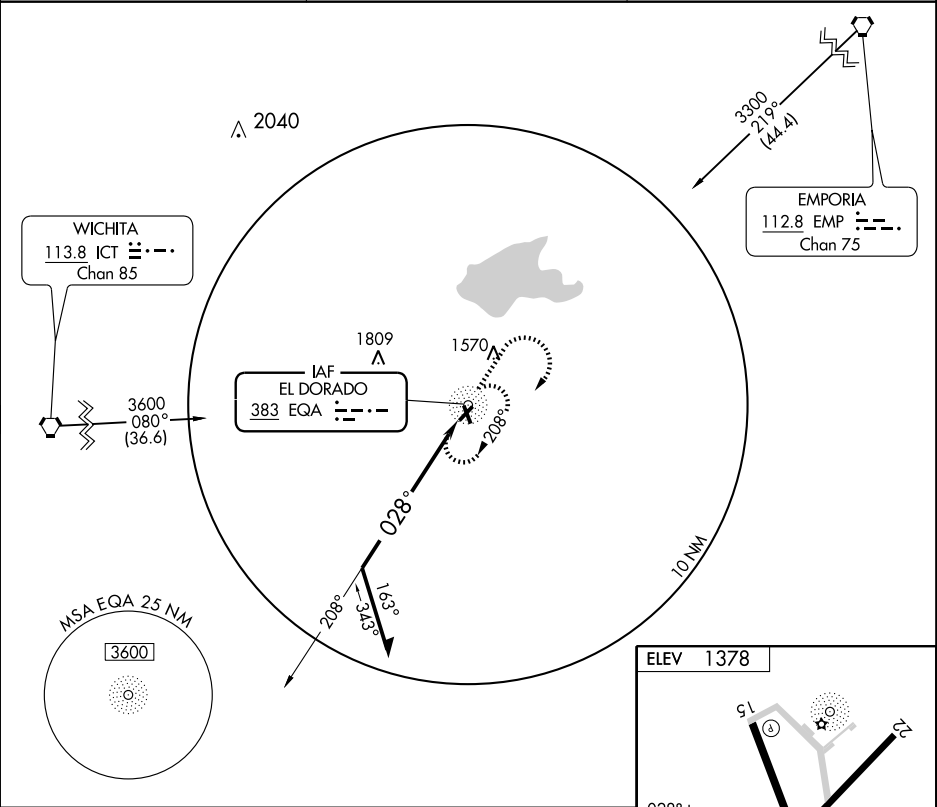
NDB RWY 4

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

NDB EQA 383	APP CRS 028°	Rwy Idg TDZE Apt Elev	4204 1376 1378
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NA Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct EQA NDB and hold.
--	---

WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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CATEGORY	A	B	C	D
S-4	1940-1	564 (600-1)	NA	
CIRCLING	1940-1	562 (600-1)	NA	

MIRL Rwy 15-33 0					
HIRL Rwy 4-22 and 15-33 0					
Knots	60	90	120	150	180
Min:Sec					

Diagram illustrating a 3D coordinate system for a flight path. The vertical axis is labeled 'NDB'. The horizontal axis is labeled '5300'. The angle between the vertical axis and the horizontal axis is 162°. The angle between the vertical axis and the horizontal axis is 342°. The text 'Remain within 10 NM' is written in the upper right. A curved arrow indicates a path from the NDB towards the 5300 point.

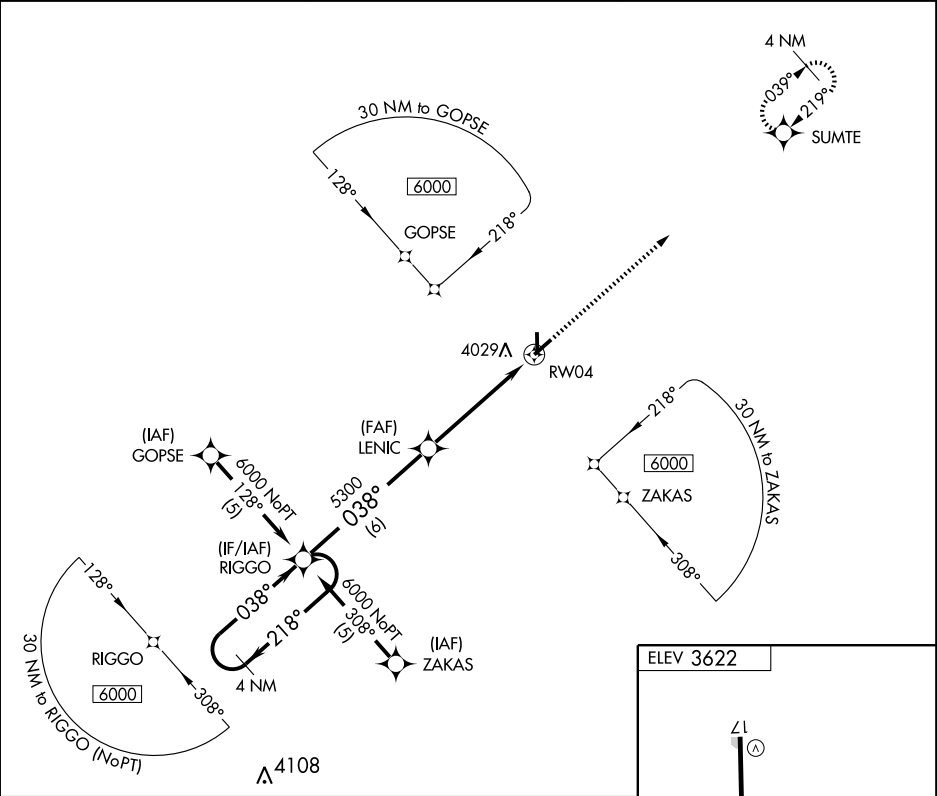
RNAV (GPS) RWY 4
ELKHART-MORTON COUNTY (EHA)

APP CRS 038°	Rwy Idg 4900 TDZE 3622 Apt Elev 3622
------------------------	--

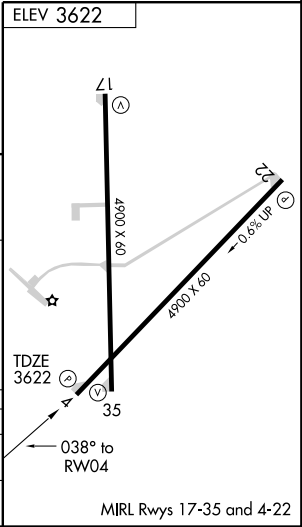
If local altimeter setting not received, use liberal altimeter setting and increase all MDA's 220 feet. Procedure NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct SUMTE WP and hold.

AWOS-3 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern				
* VDP NA with Liberal altimeter setting.				
RIGGO				
LENIC				
RW04				
* 2.1 NM to RW04				
3.04° TCH 37'				
6000				
SUMTE				
6 NM				
3 NM				
2.1 NM				
CATEGORY	A		B	
LNNAV MDA	4340-1 718 (800-1)		4340-2 718 (800-2)	
CIRCLING	4380-1 758 (800-1)		4380-2 758 (800-2)	



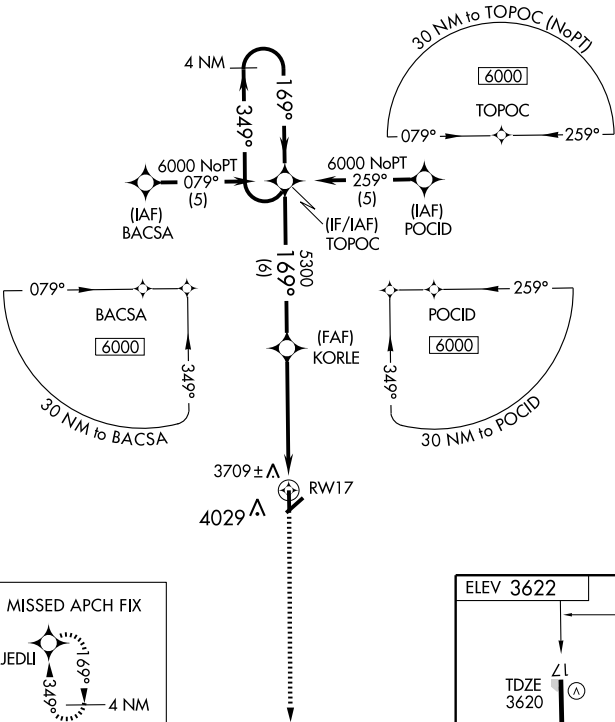
RNAV (GPS) RWY 17
ELKHART-MORTON COUNTY (EHA)

APP CRS 169°	Rwy Idg TDZE Apt Elev	4900 3620 3622
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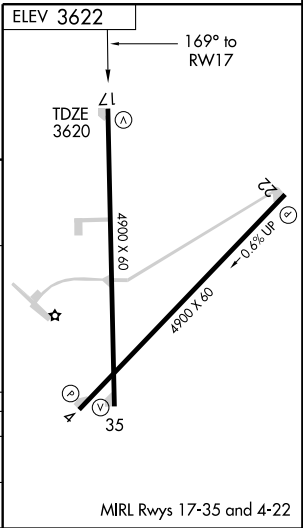
If local altimeter setting not received, use liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct JEDLI WP and hold.

AWOS-3 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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*VDP NA with Liberal altimeter setting.				
4 NM Holding Pattern				
TOPOC				
KORLE				
RWY 17				
*1.8 NM to RWY 17				
3.04° TCH 48				
6 NM				
3.3 NM				
1.8 NM				
CATEGORY	A	B	C	D
LNAV MDA	4220-1	600 (600-1)	4220-1½ 600 (600-1½)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



APP CRS
219°

Rwy Idg
TDZE
Apt Elev

4900
3613
3622

RNAV (GPS) RWY 22

ELKHART-MORTON COUNTY (EHA)

▼

▲ NA

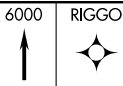
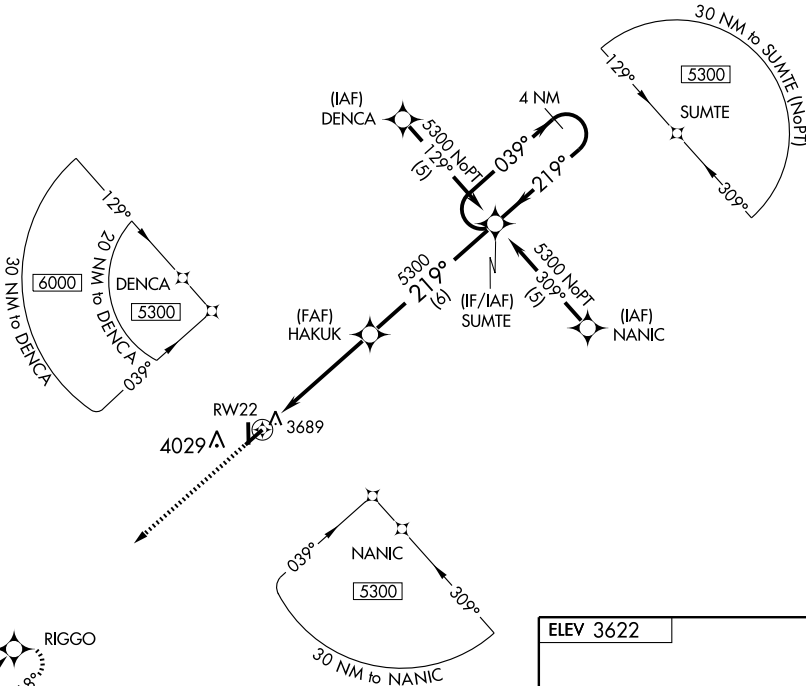
If local altimeter setting not received, use liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct RIGGO WP and hold.

AWOS-3
118.025

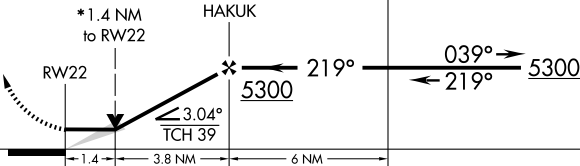
KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF)

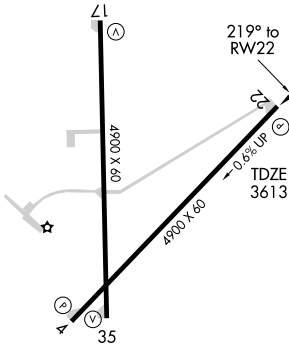


* VDP NA with Liberal altimeter setting.

4 NM Holding Pattern



ELEV 3622



CATEGORY	A	B	C	D
LNAV MDA	4080-1 467 (500-1)	4080-1¼ 467 (500-1¼)	4080-1½ 467 (500-1½)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

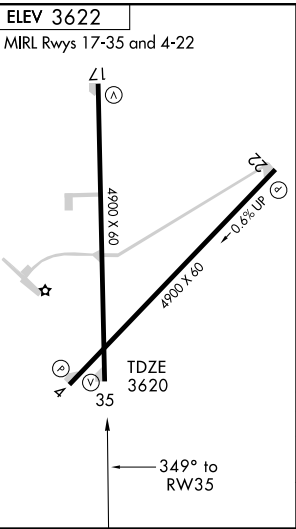
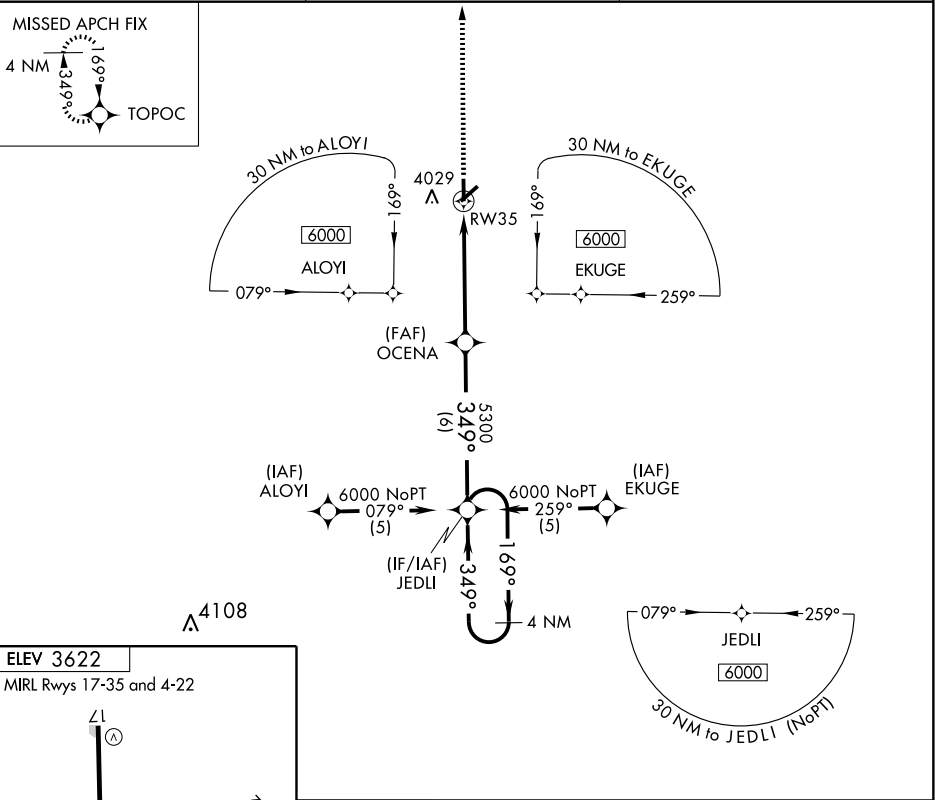
MIRL Rwy 17-35 and 4-22

APP CRS 349°	Rwy Idg TDZE Apt Elev 4900 3620 3622
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RNAV (GPS) RWY 35
ELKHART-MORTON COUNTY (EHA)

NA	If local altimeter setting not received, use liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6000 direct TOPOC WP and hold.
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AWOS-3 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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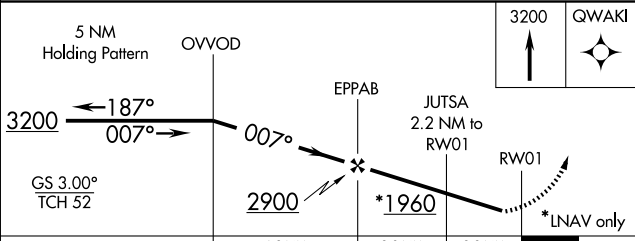
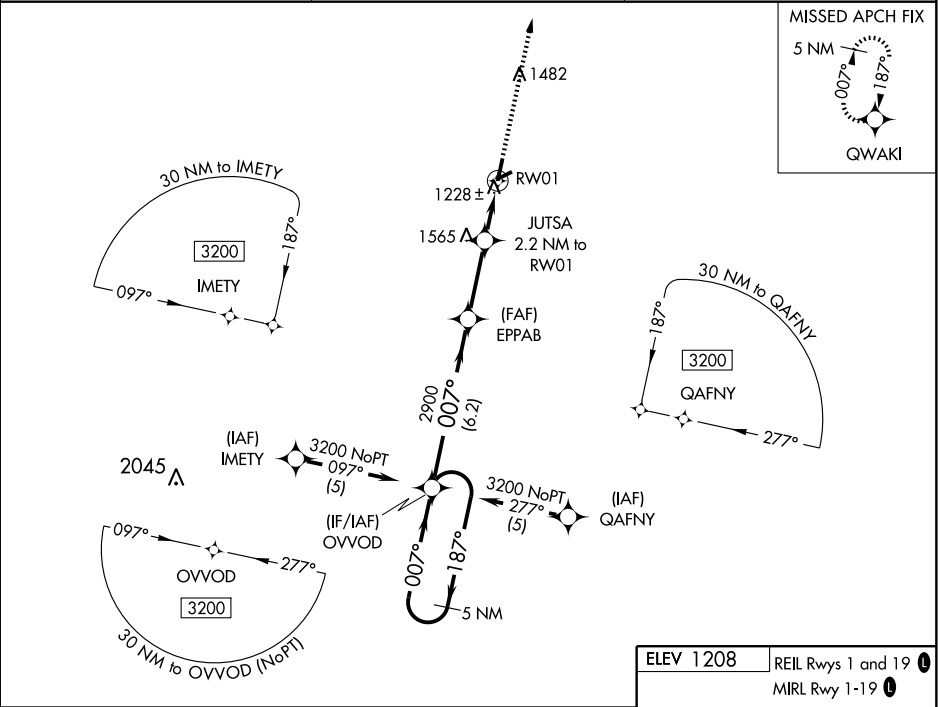
6000	TOPOC	* VDP NA with Liberal altimeter setting.			
↑	✧	4 NM Holding Pattern			
* 2 NM to RW35		OCENA	JEDLI		
RW35		≤ 3.05° TCH 44	169° → 6000		
2 NM		3.1 NM	← 349°		
5300		6 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	4280-1	660 (700-1)	4280-1¾ 660 (700-1¾)	NA	
CIRCLING	4380-1 758 (800-1)	4380-1¾ 758 (800-1¾)	4380-2¼ 758 (800-2¼)	NA	

WAAS CH 97704 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	4999 1208 1208
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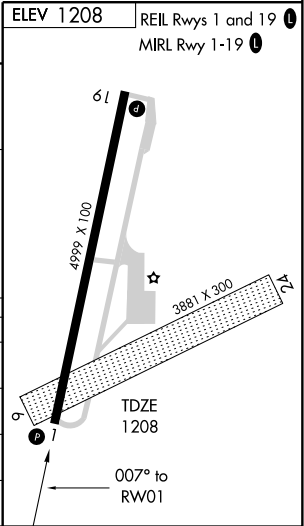
RNAV (GPS) RWY 1
EMPORIA MUNI (EMP)

 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).	MISSED APPROACH: Climb to 3200 direct QWAKI and hold.
--	--

ASOS 126.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1458-1 250 (300-1)			NA
LNAV/VNAV DA	1642-1½ 434 (500-1½)			NA
LNAV MDA	1620-1 412 (500-1)	1620-1¼ 412 (500-1¼)		NA
CIRCLING	1660-1 452 (500-1)	1660-1½ 452 (500-1½)		NA



APP CRS 187°
Rwy ldg 4999
TDZE 1208
Apt Elev 1208

RNAV (GPS) RWY 19
EMPORIA MUNI (EMP)

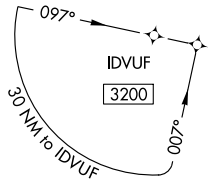
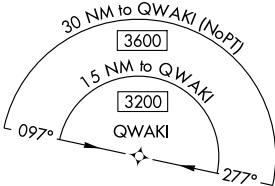
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct OVVOD and hold.

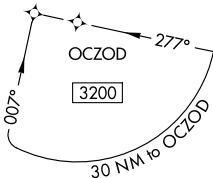
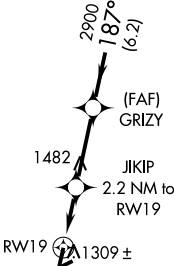
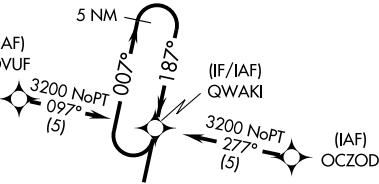
ASOS 126.125

KANSAS CITY CENTER 127.725 270.25

UNICOM 122.8 (CTAF) 



1797 



MISSED APCH FIX
OVVOD



ELEV 1208

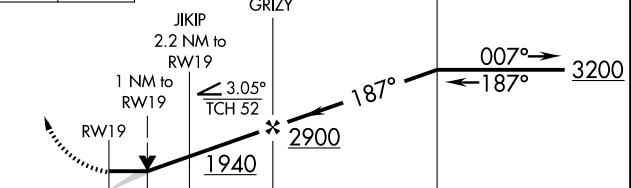
187° to
RW19

TDZE
1208


61


4999 X 100

3881 X 300



CATEGORY	A	B	C	D
LNAV MDA	1560-1	352 (400-1)		NA
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA

REIL Rws 1 and 19 

MIRL Rwy 1-19 

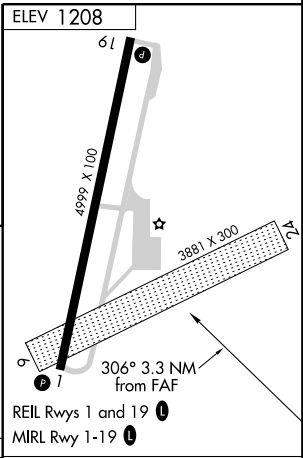
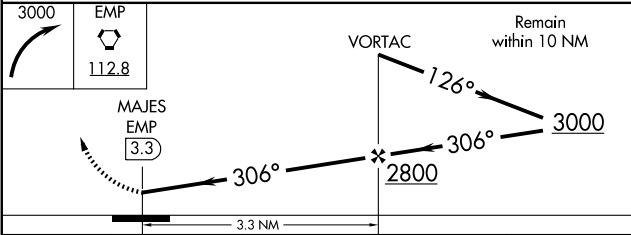
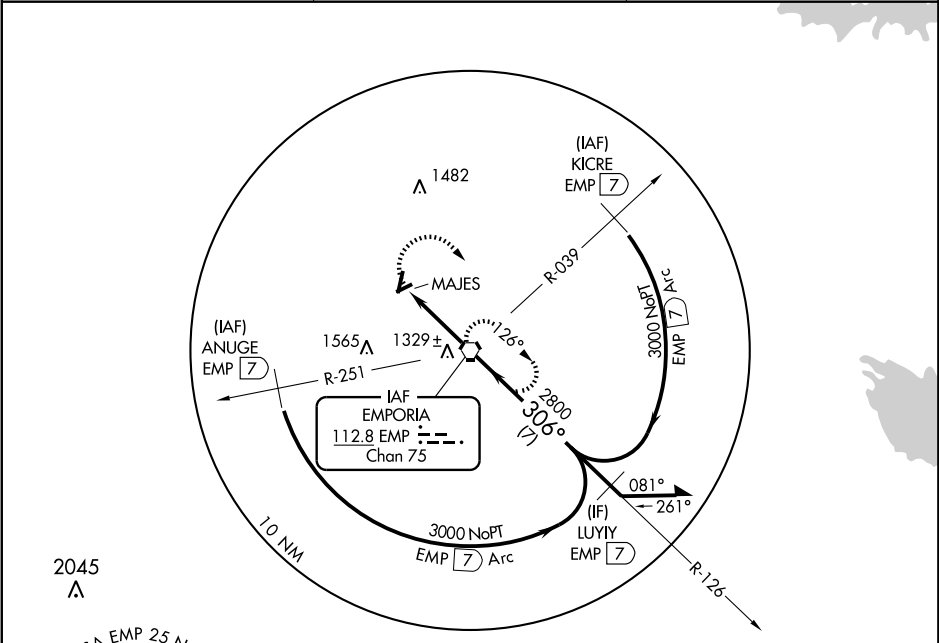
VORTAC EMP 112.8 Chan 75	APP CRS 306°	Rwy Idg TDZE Apt Elev 1208	N/A N/A 1208
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VOR-A
EMPORIA MUNI (EMP)

CAUTION: North/south drag strip 1 mile east of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.

ASOS 126.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 3.3 NM					
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:18	2:12	1:39	1:19	1:06

APP CRS	Rwy Idg	3503
185°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 18

EUREKA MUNI (13K)

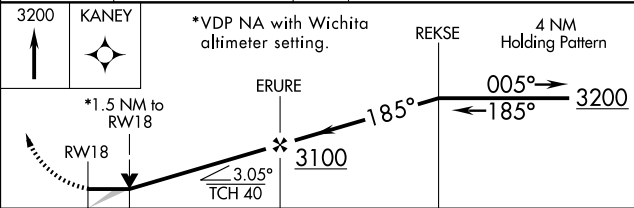
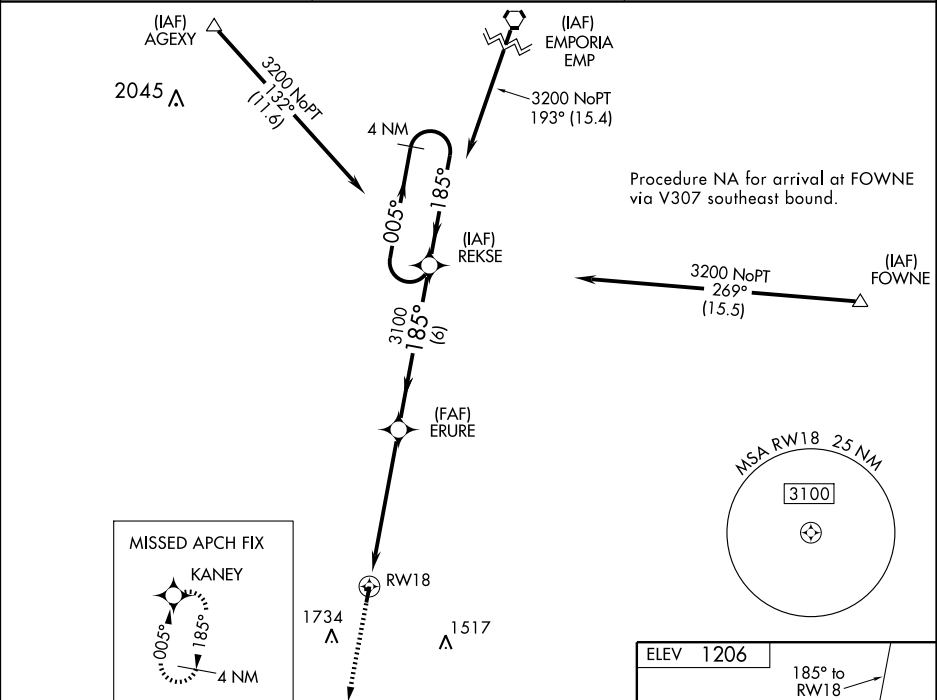
Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.

NA

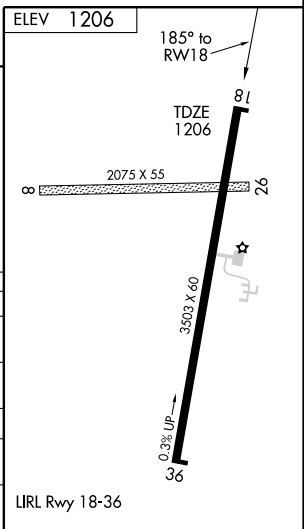
Circling NA at night to Rwys 8, 26, 36
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing to 3200 direct KANEY and hold.

AWOS-3 120.975	KANSAS CITY CENTER 120.2 323.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
CIRCLING	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA
CIRCLING	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA



VORTAC EMP <u>112.8</u> Chan 75	APP CRS 187°	Rwy Idg 3503 TDZE 1206 Apt Elev 1206
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VOR/DME RWY 18
EUREKA MUNI (13K)

 Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via EMP R-187 to EUREK 22 DME and hold.
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AWOS-3
120.975

KANSAS CITY CENTER
120.2 323.2

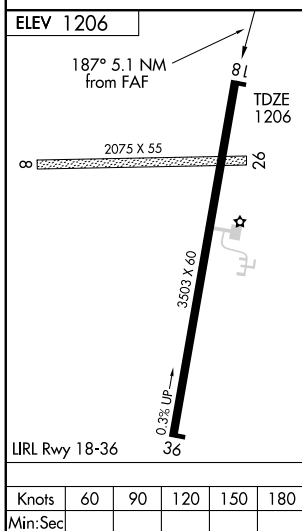
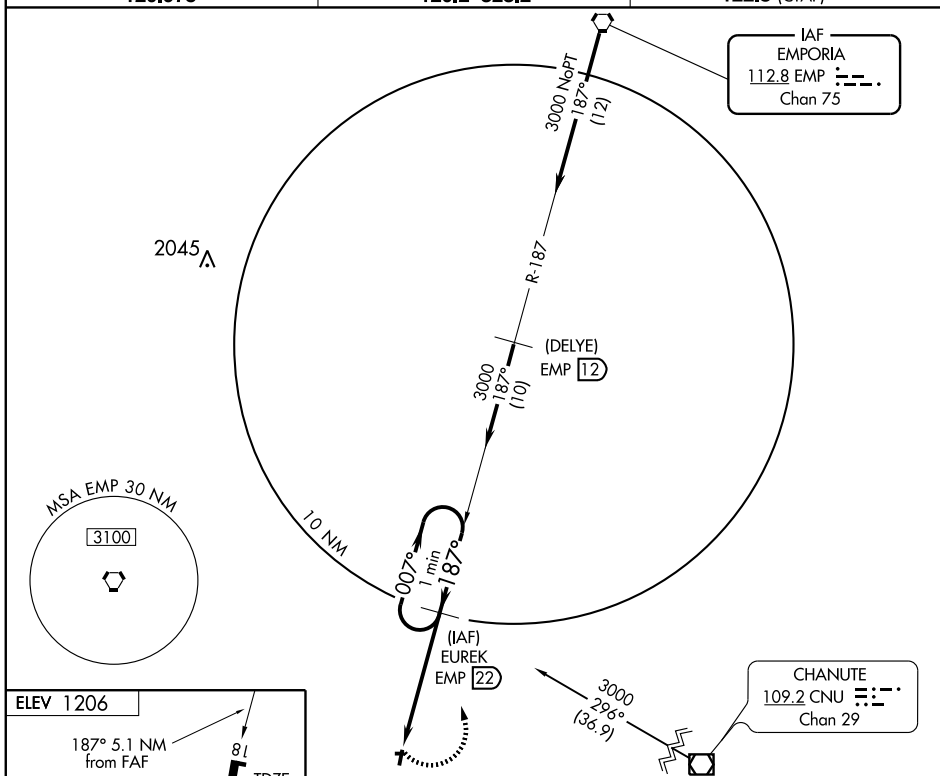
UNICOM
122.8 (CTAF)

Diagram illustrating a One Minute Holding Pattern. The pattern is defined by a 180° turn. Key parameters include: 3000 MSL, EUREK EMP 22, 3000 MSL, 007° heading, 187° heading, 187° turn, 3.25° TCH 40, 5.1 NM, and a 180-degree turn. The diagram is labeled "One Minute Holding Pattern".

NDB CVY
314

APCH CRS
034°

Rwy Idg	4503
TDZE	1065
Arpt Elev	1065

AL-155 [USA]

MARSHALL AAF (KFRI)



Visibility reduction by helicopters NA

MISSED APPROACH: Climbing right turn to 2900 direct CVY NDB and hold.

ATIS ★
121.025

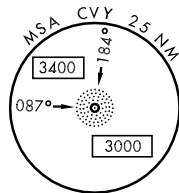
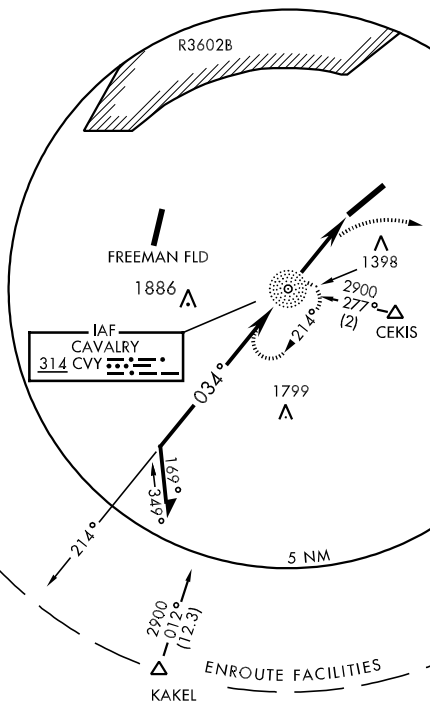
KANSAS CITY CENTER
127.35 257.975

MARSHALL TOWER ★
126.2 (CTAF) **L** 248.65

GND CON
140.20 229.4

CLNC DEL
119.65

ASR/PAR



Remain
within 5 NM

NDE

2900

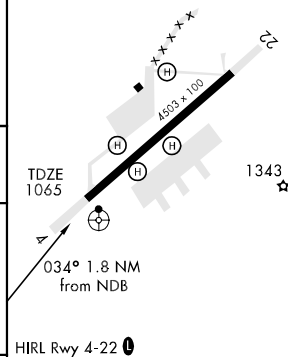
CVY

6.38° 
TCH 40

2300

[illegible]

ELEV 1065

HIRL Rwy 4-22 **L**

FAF to MAP 1.8 NM

CATEGORY	COPTER			FAF to MAP 1.8 NM					
S-4	1640-1	575	(600-1)	Knots	45	60	75	90	105
S-PAR-4	1265-¾	200	(200-¾) GS 3.00°	Min:Sec	2:24	1:48	1:26	1:12	1:02

FORT RILEY, KANSAS

39°03'N-96°46'W

MARSHALL AAF (KFRI)

NC-2, 17 DEC 2009 to 14 JAN 2010

Amdt 1 08213

CORTES M.D. PH.D. 1

VOR FRI
109.4

APCH CRS
036°

Rwy Idg	4503
TDZE	1065
Arpt Elev	1065

AL-155 [USA]

MARSHALL AAF (KFRI)



Visibility reduction by helicopters NA

* Circling not authorized NW of Rwy 4-22.

MISSED APPROACH: Climbing right turn to 2900 direct FRI VOR and hold.

ATIS ★
121.025

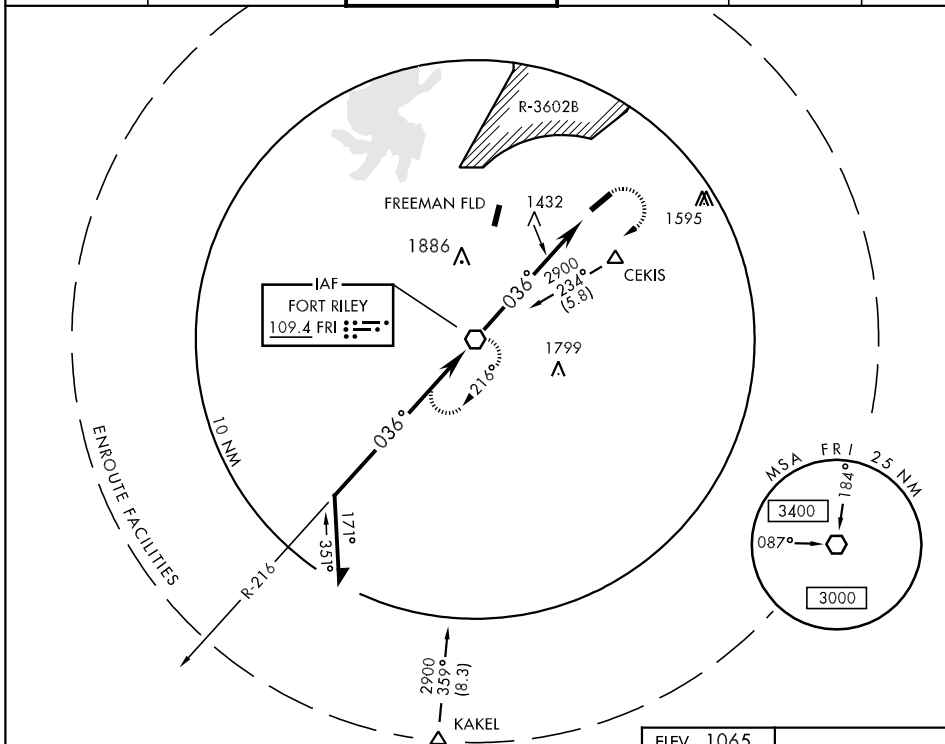
KANSAS CITY CENTER
127.35 257.975

MARSHALL TOWER ★
126.2 (CTAF) **L** 248.65

GND CON
140.20 229.4

CLNC DEL
119.65

ASR/PAR



Remain
within 10 NM

VO

2900

- 036°

2900

2900

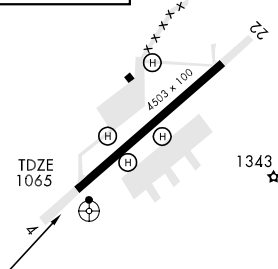
290

FRI

Diagram of a rectangular block with a width of 6.3 nm.

CATEGORY	A	B	C	D
S-4	1700-1	635 (700-1)	1700-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$)	1700-2 635 (700-2)
CIRCLING *	1700-1	635 (700-1)	1700-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$)	1760-2 $\frac{1}{4}$ 755 (800-2 $\frac{1}{4}$)
S-PAR-4	1265- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	GS 3.00°	

ELEV 1065



036°6.3 NM
from VOR

HIRL Rwy 4-22 **L**

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

FORT RILEY, KANSAS

39° 03' N-96° 46' W

MARSHALL AAF (KFRI)

Amdt 18 08213

VOLUME 1

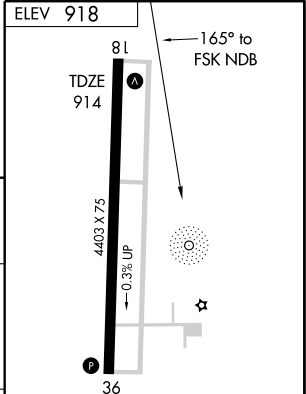
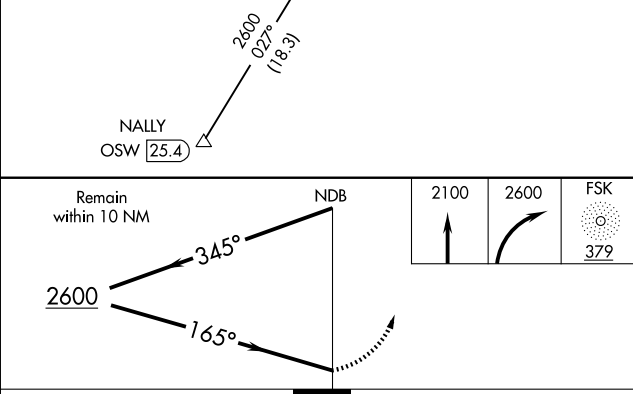
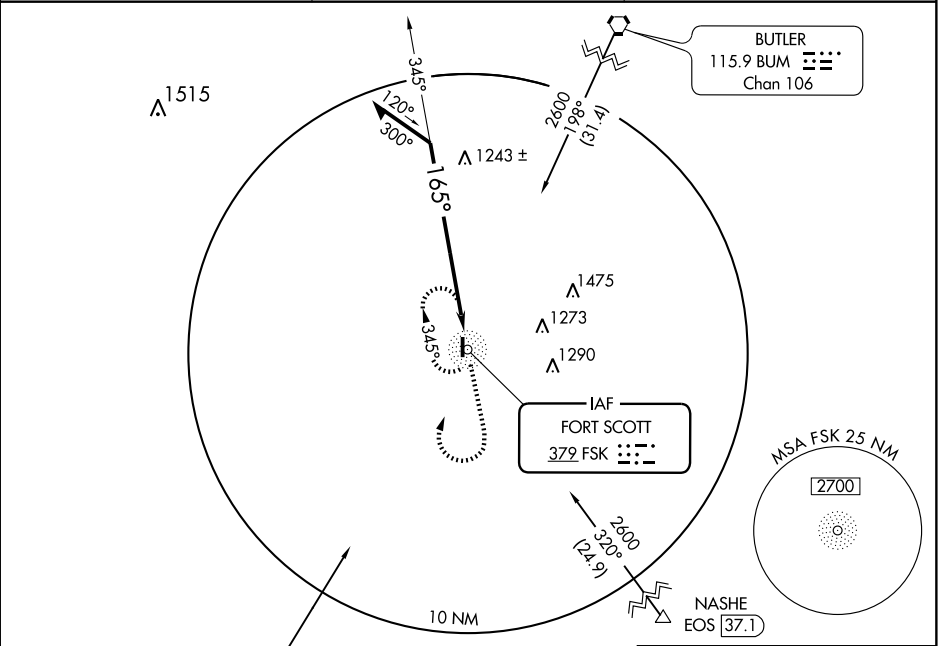
NDB FSK	APP CRS	Rwy Idg	4403
379	165°	TDZE	914
		Apt Elev	918

NDB RWY 18
FORT SCOTT MUNI (FSK)

If local altimeter setting not received, use Chanutte altimeter setting and increase all MDAs 100 feet.
 NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2600 direct FSK NDB and hold.

AWOS-3 124.425	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	REIL Rwy 18 and 36	MIRL Rwy 18-36
S-18	1660-1 746 (800-1)	1660-1¼ 746 (800-1¼)	1660-2¼ 746 (800-2¼)	1660-2½ 746 (800-2½)		
CIRCLING	1660-1 742 (800-1)	1660-1¼ 742 (800-1¼)	1660-2¼ 742 (800-2¼)	1660-2½ 742 (800-2½)		
Knots						60 90 120 150 180
Min:Sec						

RNAV (GPS) RWY 18
FORT SCOTT MUNI (FSK)

WAAS CH 50404 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	4403 914 918
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▼ If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

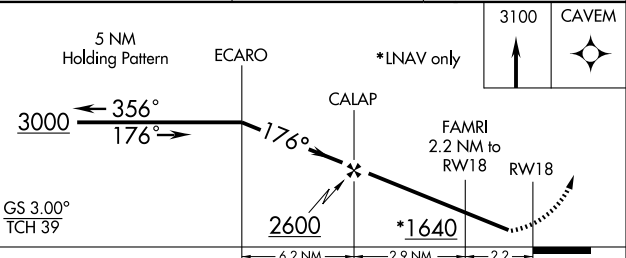
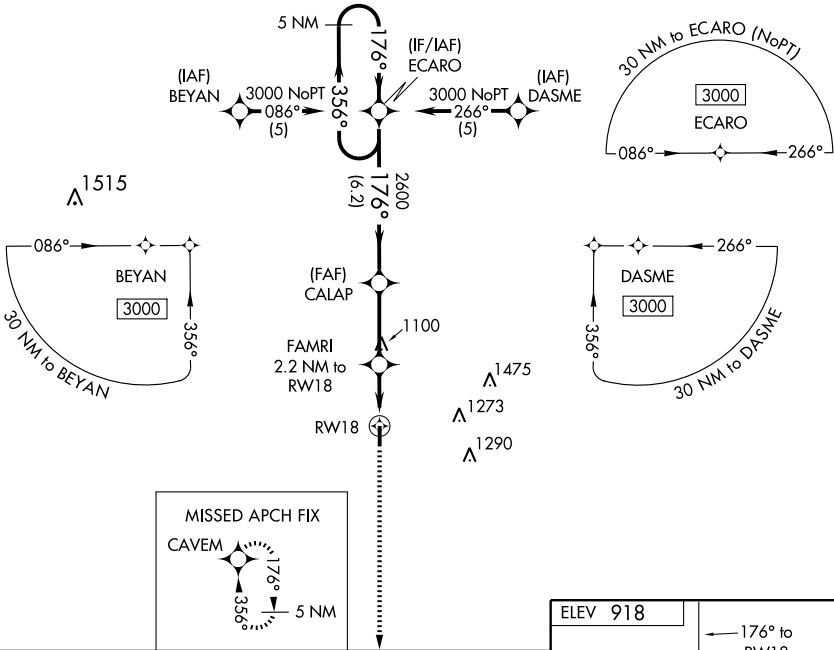
▲ NA

MISSED APPROACH: Climb to 3100 direct CAVEM and hold.

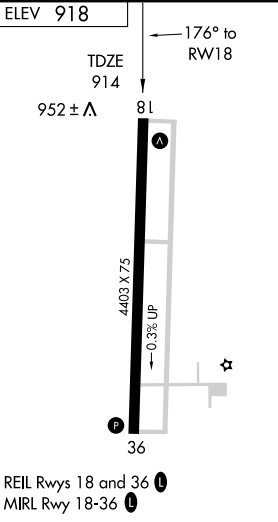
AWOS-3
124.425

KANSAS CITY CENTER
125.55 327.0

UNICOM
122.8 (CTAF) **①**



CATEGORY	A	B	C	D
LPV DA		1164-1	250 (300-1)	
LNAV/VNAV DA		1212-1	298 (300-1)	
LNAV MDA		1220-1	306 (400-1)	
CIRCLING	1280-1 362 (400-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



WAAS CH 56504 W36A	APP CRS 356°	Rwy Idg 4403 TDZE 918 Apt Elev 918
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RNAV (GPS) RWY 36

FORT SCOTT MUNI (FSK)

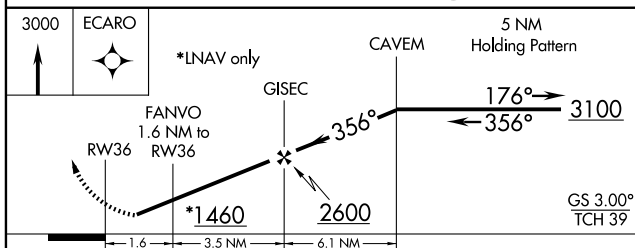
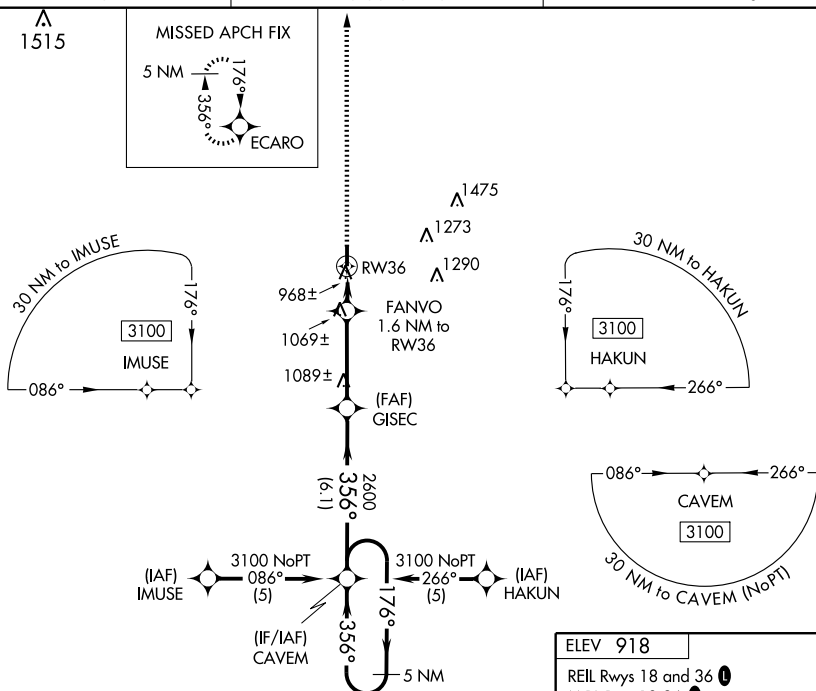
T If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ECARO and hold.

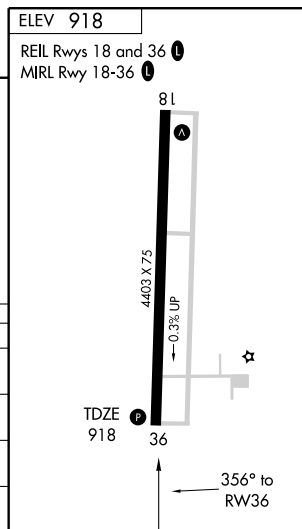
AWOS-3
124.425

KANSAS CITY CENTER
125.55 327.0

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA	1189-1 271 (300-1)			
LNAV/ VNAV DA	1240-1¼ 322 (400-1¼)			
LNAV MDA	1320-1 402 (500-1)		1320-1¼ 402 (500-1¼)	
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



AIRPORT DIAGRAM

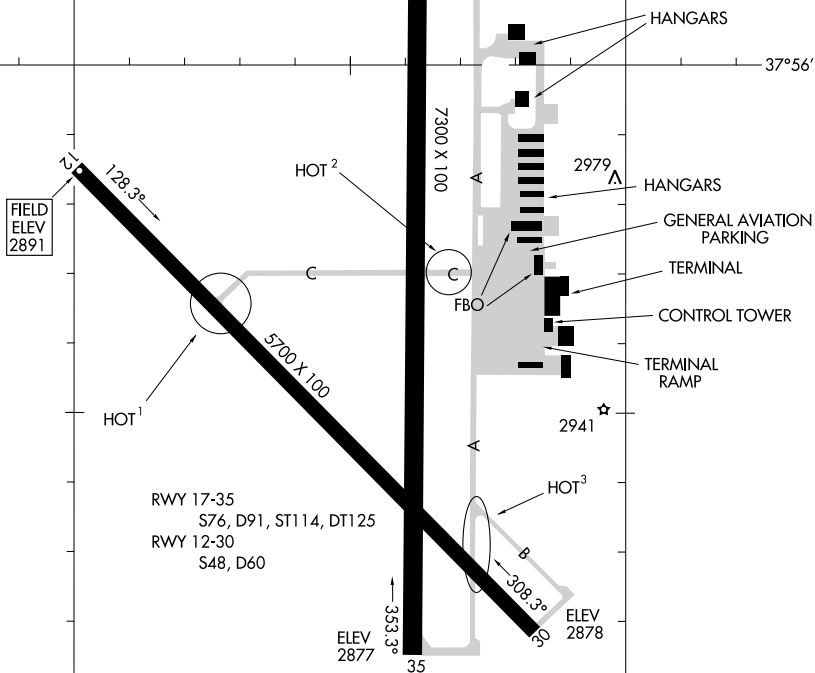
AL-491 (FAA)

 GARDEN CITY RGNL (GCK)
 GARDEN CITY, KANSAS

ASOS
 121.325
 GARDEN CITY TOWER ★
 118.15 254.4
 GND CON
 119.0

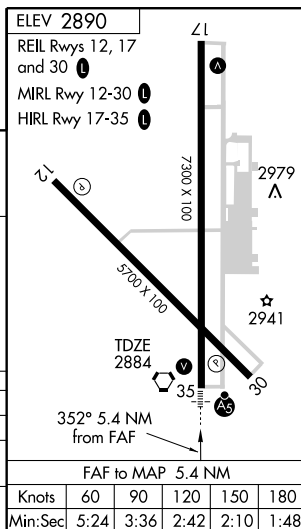
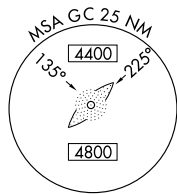
JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1°

VAR 7.2° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct PIEVE LOM and hold.

UNICOM
122.95

CATEGORY	A	B	C	D
S-ILS-35		3084-1/2	200 (200-1/2)	
S-LOC-35		3200-1/2	316 (400-1/2)	3200-3/4 316 (400-3/4)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1 1/2 450 (500-1 1/2)	3440-2 550 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOM GC 347	APP CRS 352°	Rwy Idg TDZE Apt Elev	7300 2884 2890
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NDB RWY 35

GARDEN CITY RGNL (GCK)

▼ Cat C S-35 visibility increased ¼ mile for inoperative MALS.



MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GC LOM and hold.

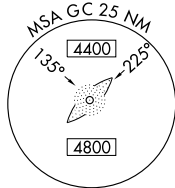
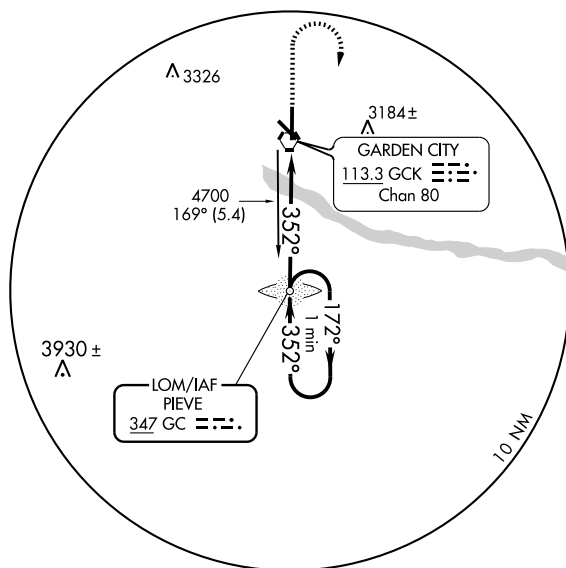
ASOS
121.325

KANSAS CITY CENTER
125.2 269.4

GARDEN CITY TOWER ★
118.15 (CTAF) 254.4

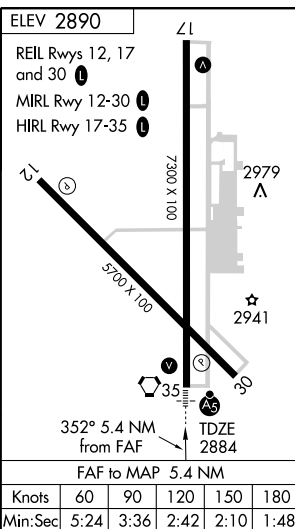
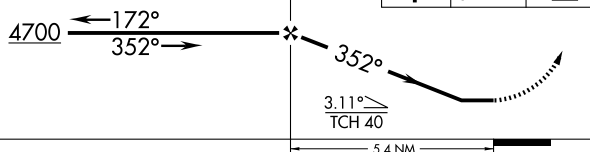
GND CON
119.0

UNICOM
122.95



One Minute
Holding Pattern

LOM



CATEGORY	A	B	C	D
S-35	3240-¾ 356 (400-¾)			3240-1 356 (400-1)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

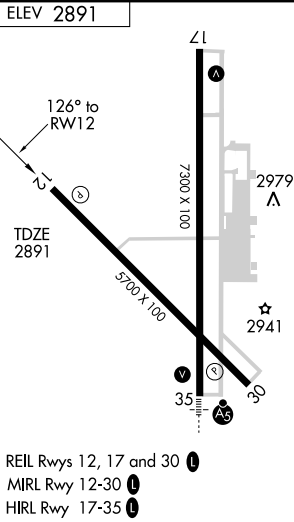
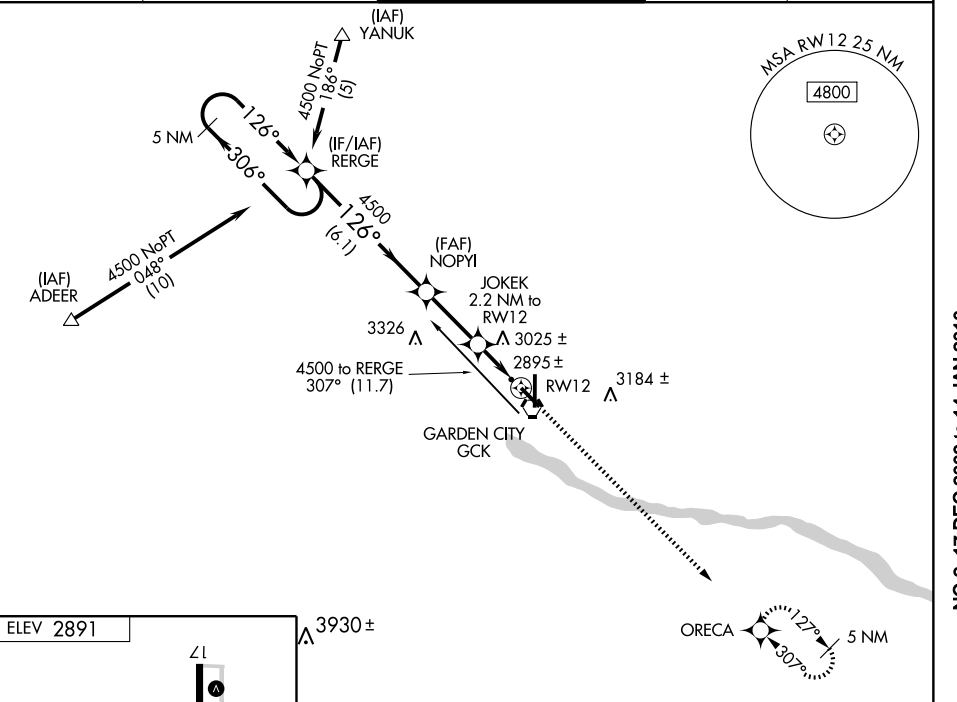
WAAS CH 77803 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5700 2891 2891
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▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

▲

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER★ 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95
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5 NM Holding Pattern RERGE					4600 ORECA
4500 ← 306° 126° → 4500					*LNAV only
GS 3.00° TCH 47					
6.1 NM 2.6 NM 1.1 1.1					
CATEGORY	A	B	C	D	
LPV DA	3141-1 250 (300-1)				
LNAV/VNAV DA	3184-1 293 (300-1)				
LNAV MDA	3280-1 389 (400-1)			3280-1¼ 389 (400-1¼)	
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	

NC-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 30

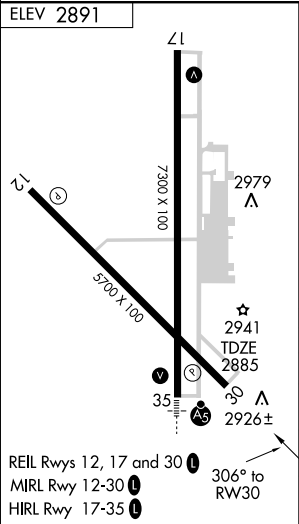
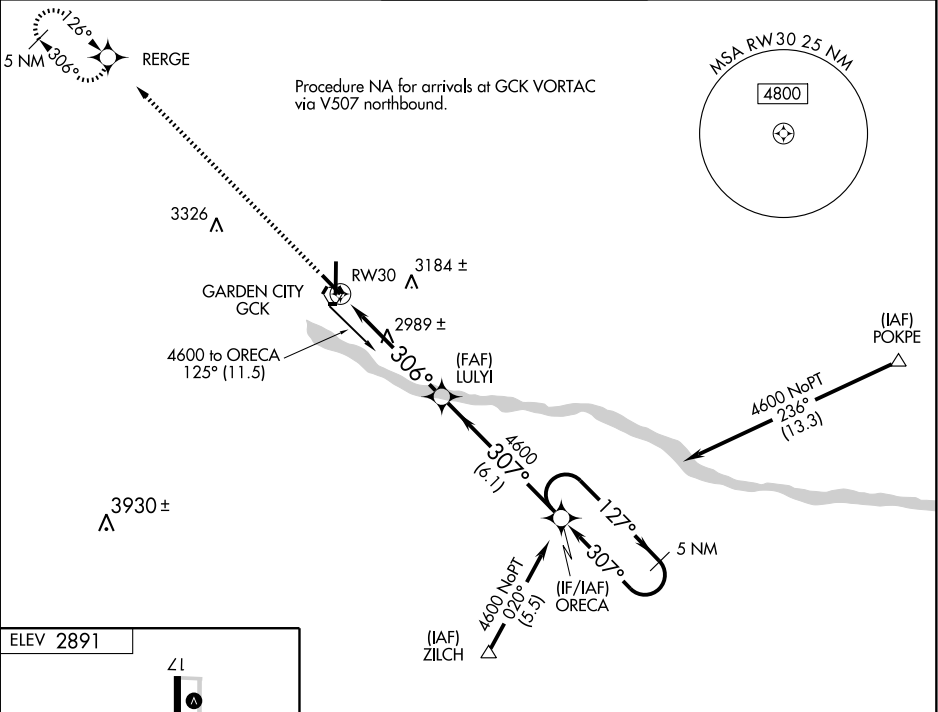
GARDEN CITY RGNL (GCK)

WAAS CH 86703 W30A	APP CRS 306°	Rwy Idg TDZE Apt Elev	5700 2885 2891
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▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct RERGE and hold.

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER★ 118.15 (CTAF) 254.4	GND CON 119.0	UNICOM 122.95
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4500	↑	REGE	✧	LULYI	ORECA	5 NM Holding Pattern
306°	307°	127°	4600	4600	4600	GS 3.00° TCH 45
5.2 NM	6.1 NM					
CATEGORY	A	B	C	D		
LPV DA	3135-1	250 (300-1)				
LNAV/VNAV DA	3186-1	301 (300-1)				
LNAV MDA	3300-1	415 (500-1)	3300-1¼	415 (500-1¼)		
CIRCLING	3300-1 409 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)		

WAAS CH 63103 W35A	APP CRS 351°	Rwy Idg TDZE 27300 Apt Elev 2885 2891
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RNAV (GPS) RWY 35

GARDEN CITY RGNL (GCK)

▼ Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.



MISSED APPROACH:
Climb to 4700 direct
WEMDI and hold.

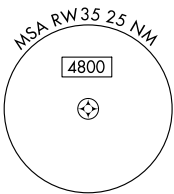
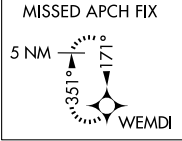
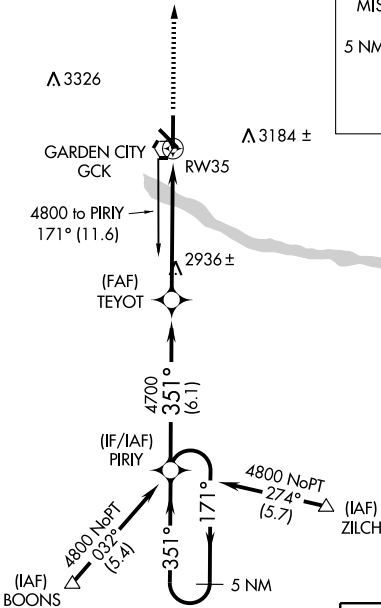
ASOS
121.325

KANSAS CITY CENTER
125.2 269.4

GARDEN CITY TOWER ★
118.15 (CTAF) 0 254.4

GND CON
119.0

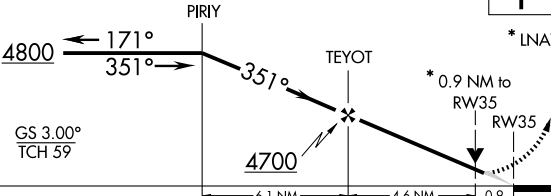
UNICOM
122.95



5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

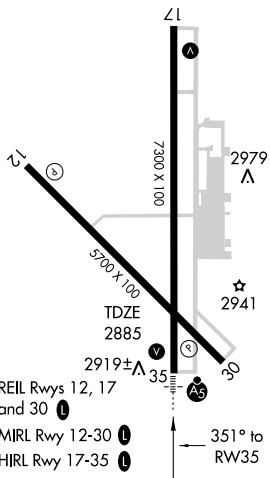
4700



* INAV ONLY

CATEGORY	A	B	C	D
LPV DA	3135-½ 250 (300-½)			
LNAV/VNAV DA	3169-½	284 (300-½)	3169-¾ 284 (300-¾)	
LNAV MDA	3200-½	315 (400-½)	3200-1 315 (400-1)	
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-½ 469 (500-½)	3460-2 569 (600-2)

ELEV **2891**



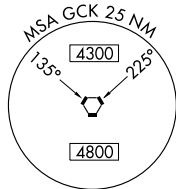
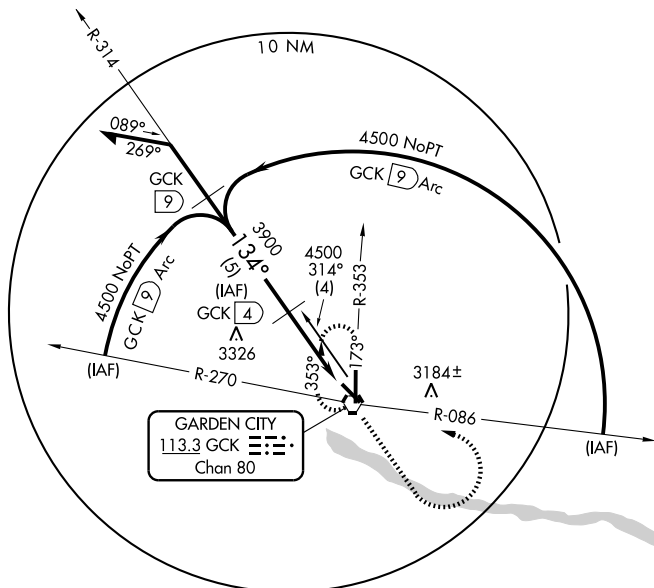
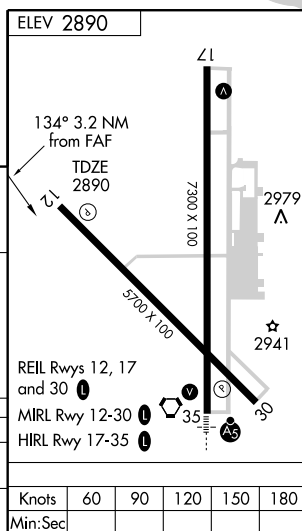
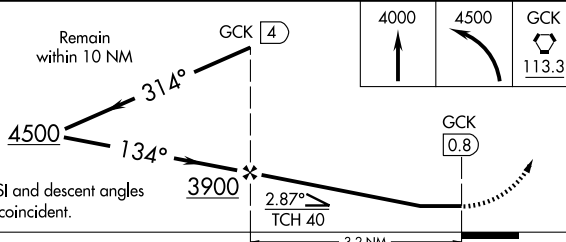
REIL Rwy 12, 17
and 30

MIRL Rwy 12-30

HIRL Rwy 17-35

VOR/DME RWY 12
GARDEN CITY RGNL (GCK)

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

UNICOM
122.95
$$3930 \pm \Delta$$


CATEGORY	A	B	C	D
S-12	3240-1 350 (400-1)			3240-1¼ 350 (400-1¼)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

VORTAC GCK 113.3 Chan 80	APP CRS 173°	Rwy Idg TDZE Apt Elev 7300 2889 2891
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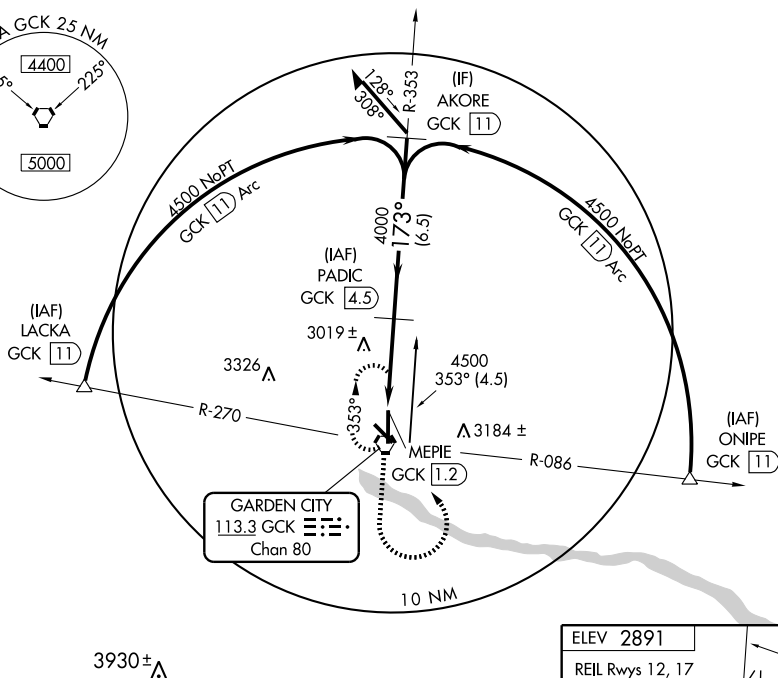
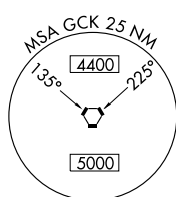
VOR/DME RWY 17

GARDEN CITY RGNL (GCK)

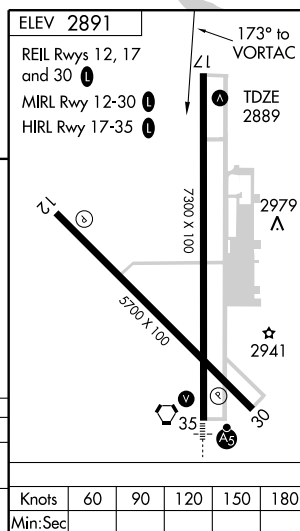
▼ If local altimeter setting not received, use Dodge City
Rgnl altimeter setting and increase all MDAs 140 feet.
▲ VDP NA when using Dodge City altimeter setting.

MISSED APPROACH: Climb to 4500, then left turn direct
GCK VORTAC and hold.

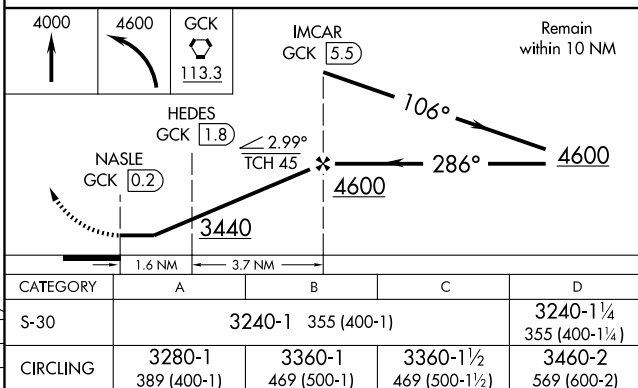
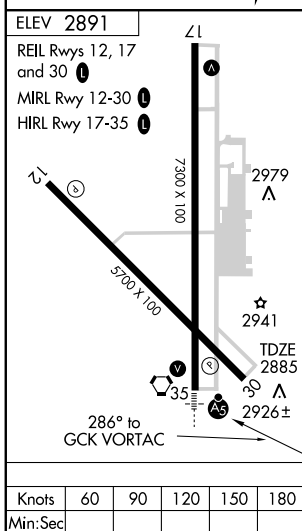
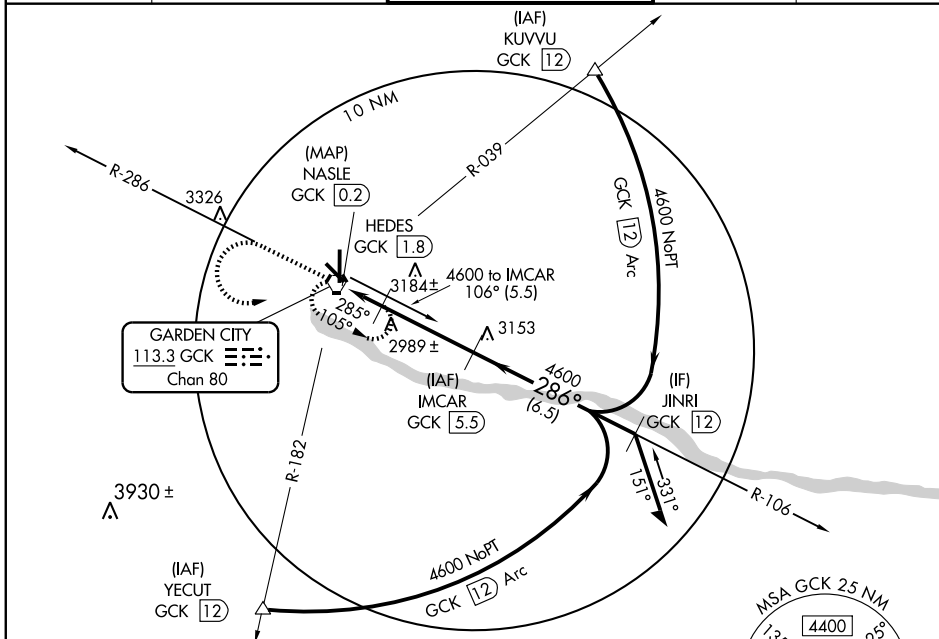
ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER* 118.15 (CTAF) 254.4	GND CON 119.0	UNICOM 122.95
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4500	GCK 113.3	PADIC GCK 4.5	Remain within 10 NM	353°	4500
MEPIE GCK 1.2	≤ 3.07° TCH 39	4000	173°		
1.1	2.2 NM				
CATEGORY	A	B	C	D	
S-17	3280-1	391 (400-1)		3280-1¼ 391 (400-1¼)	
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	



ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER ★ 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95
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VORTAC GCK <u>113.3</u> Chan 80	APP CRS 344°	Rwy Idg 7300 TDZE 2885 Apt Elev 2891
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VOR/DME RWY 35
GARDEN CITY RGNL (GCK)

▼ Inoperative table does not apply to S-35 Cat D visibility. If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl setting.

MALSR
A5

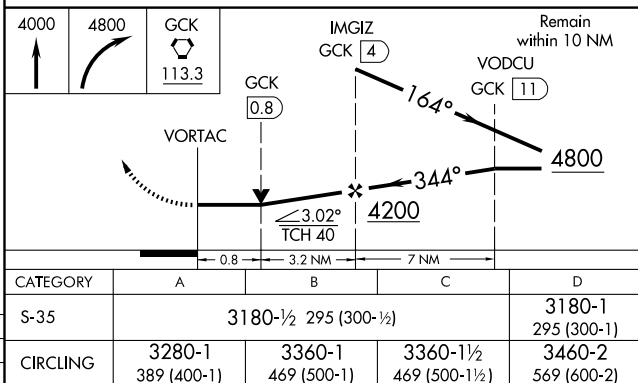
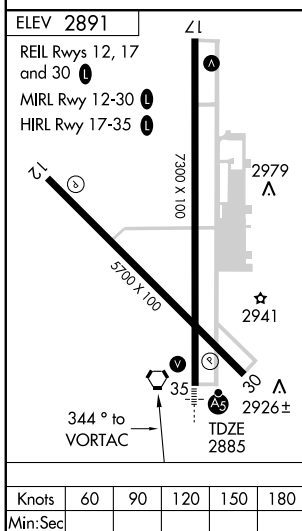
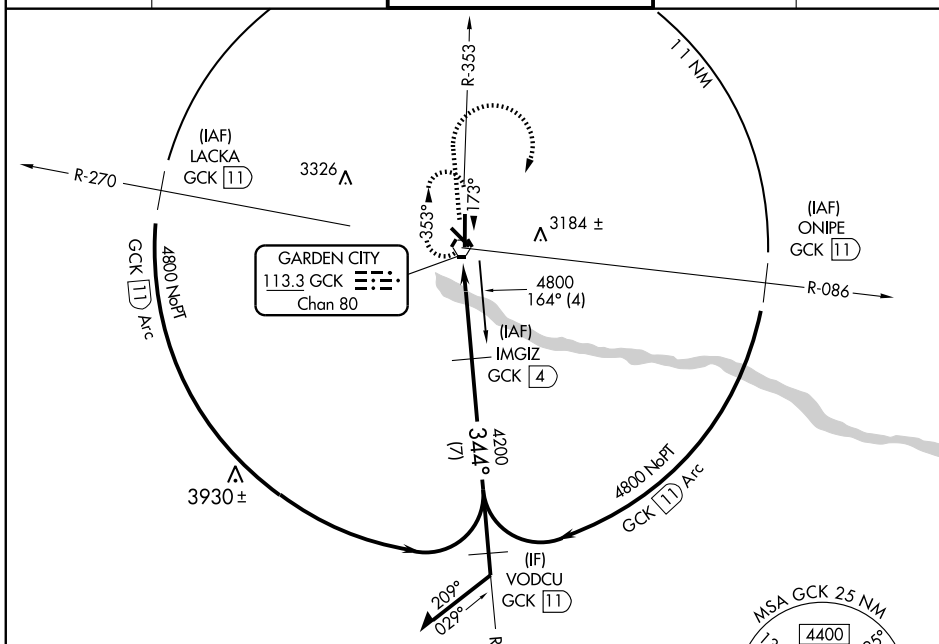
MISSED APPROACH: Climb to 4000, then climbing right turn to 4800 direct GCK VORTAC and hold.

ASOS
121.325

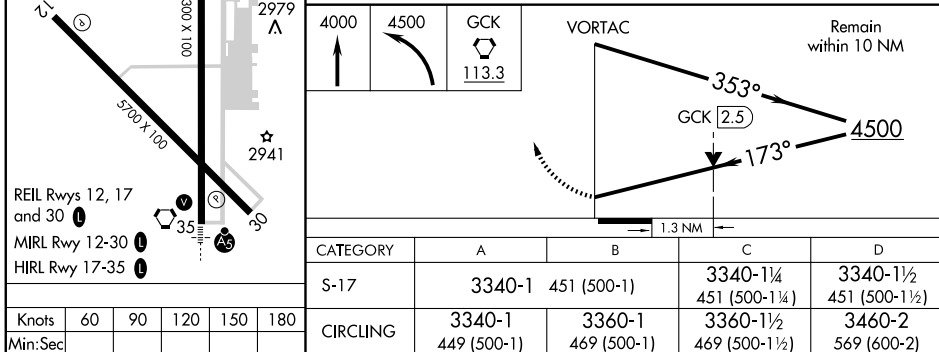
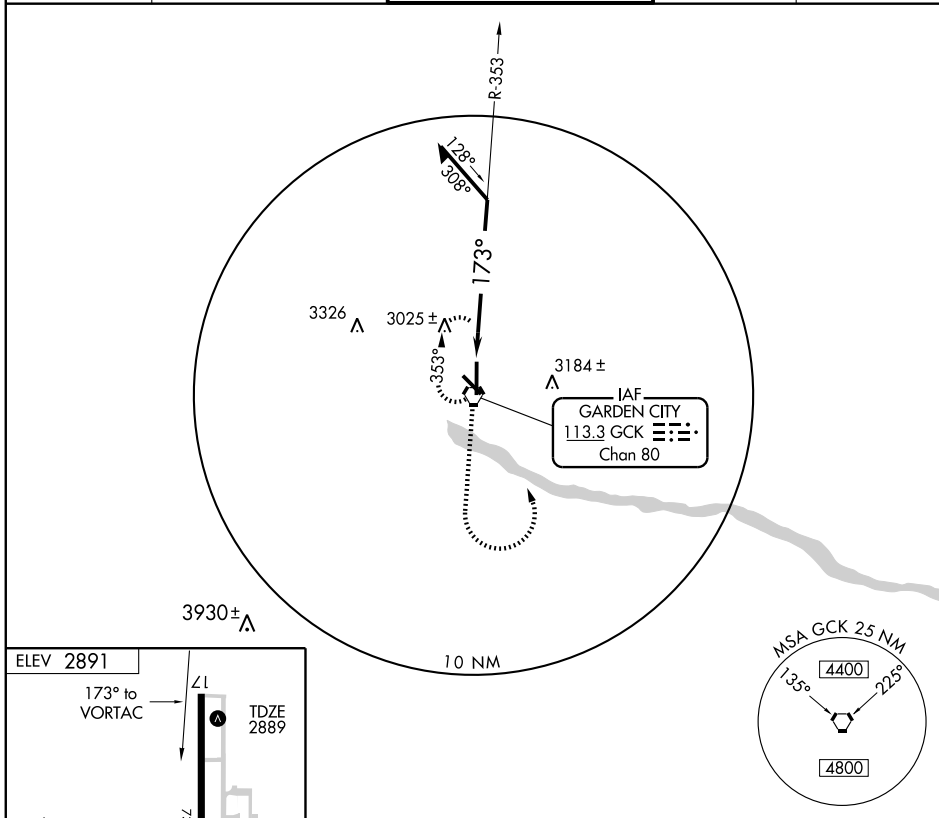
KANSAS CITY CENTER
125.2 269.4

GARDEN CITY TOWER★
118.15 (CTAF) 254.4

GND CON
119.0



UNICOM
122.95

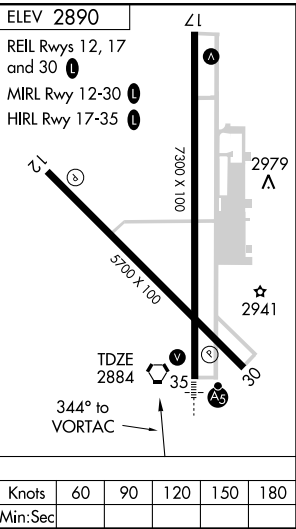
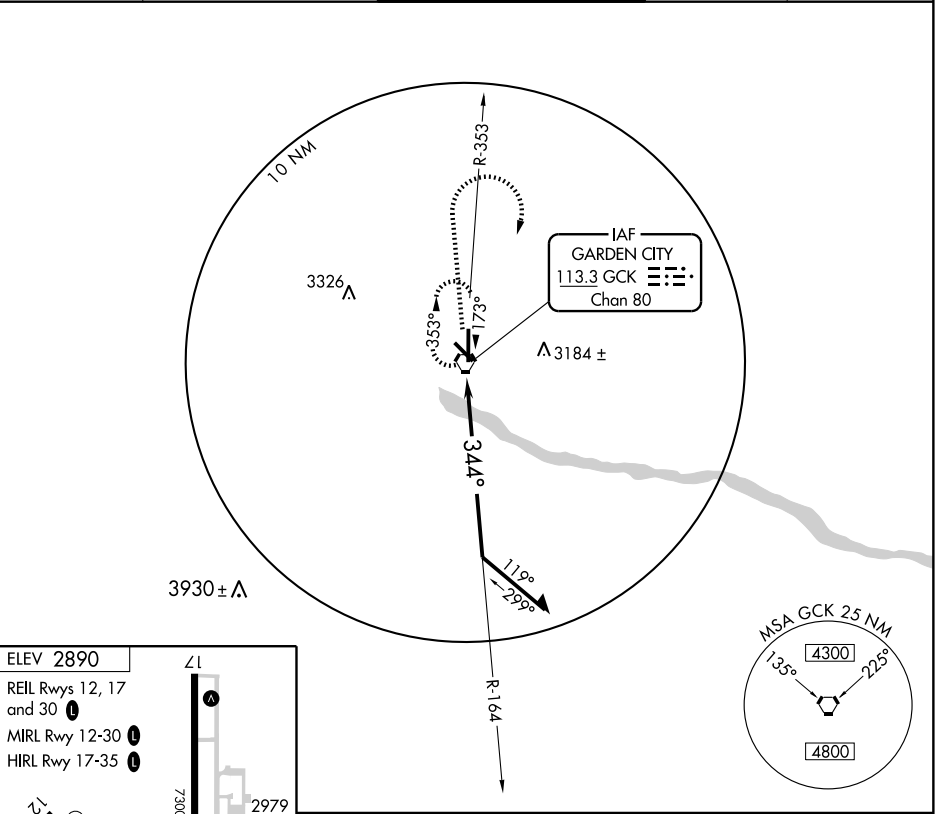
ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER* 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95
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


VORTAC GCK	APP CRS	Rwy Idg	7300
113.3	344°	TDZE	2884
Chan 80		Apt Elev	2890

VOR RWY 35
GARDEN CITY RGNL (GCK)

 Cat. D S-35 visibility increased ¼ mile for inoperative MALSR.		 MALSR	MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GCK VORTAC and hold.	
ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER ★ 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95



4000	4700	GCK 113.3	VORTAC	Remain within 10 NM
↑	↻		164°	4700
			344°	
CATEGORY	A	B	C	D
S-35	3280-½ 396 (400-½)			3280-1 396 (400-1)
CIRCLING	3280-1 391 (400-1)	3340-1 451 (500-1)	3340-1½ 451 (500-1½)	3440-2 551 (600-2)

▲

NA

Use New Century Aircenter altimeter setting; if not received, use Charles B. Wheeler Downtown Airport altimeter setting.

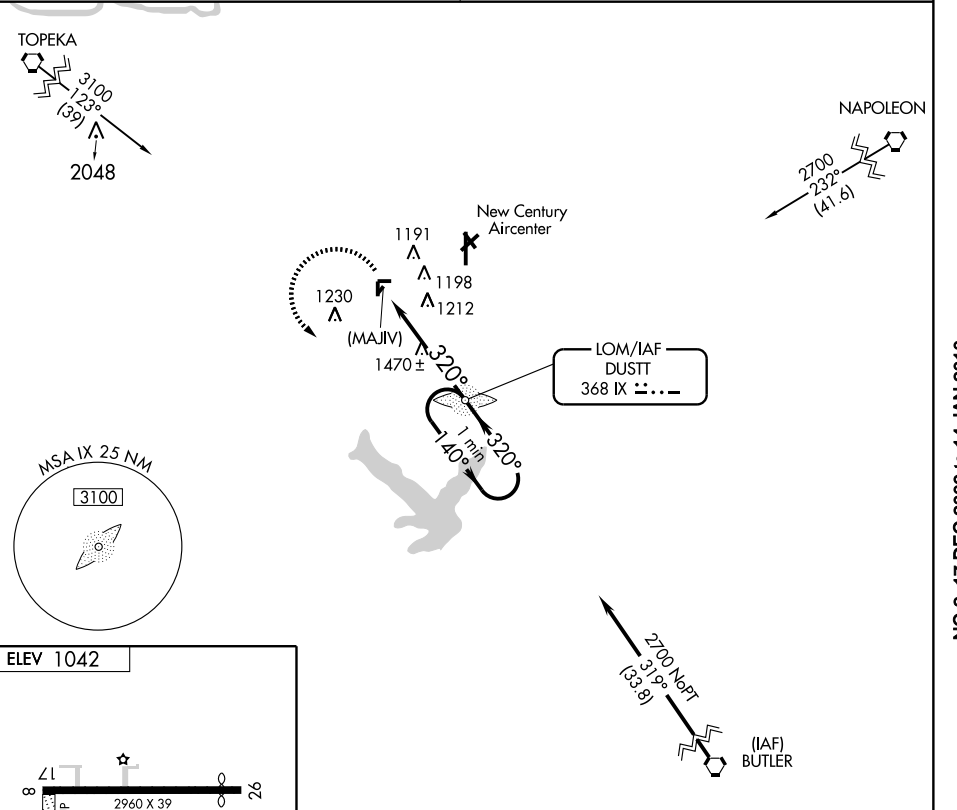
MISSED APPROACH: Climbing left turn to 2700 direct IX LOM and hold.

KANSAS CITY APP CON

118.9 294.7

UNICOM

122.8 (CTAF) 0



3373 X 90

0.68° U

2154 X 80

2

35

320° 5 NM from FAF

2700

IX

368

LOM

One Minute Holding Pattern

140°

2700

320°

2700

5 NM

(MAJIV)

320°

320° 5 NM from FAF

LIRL Rwy 8-26 and 17-35

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

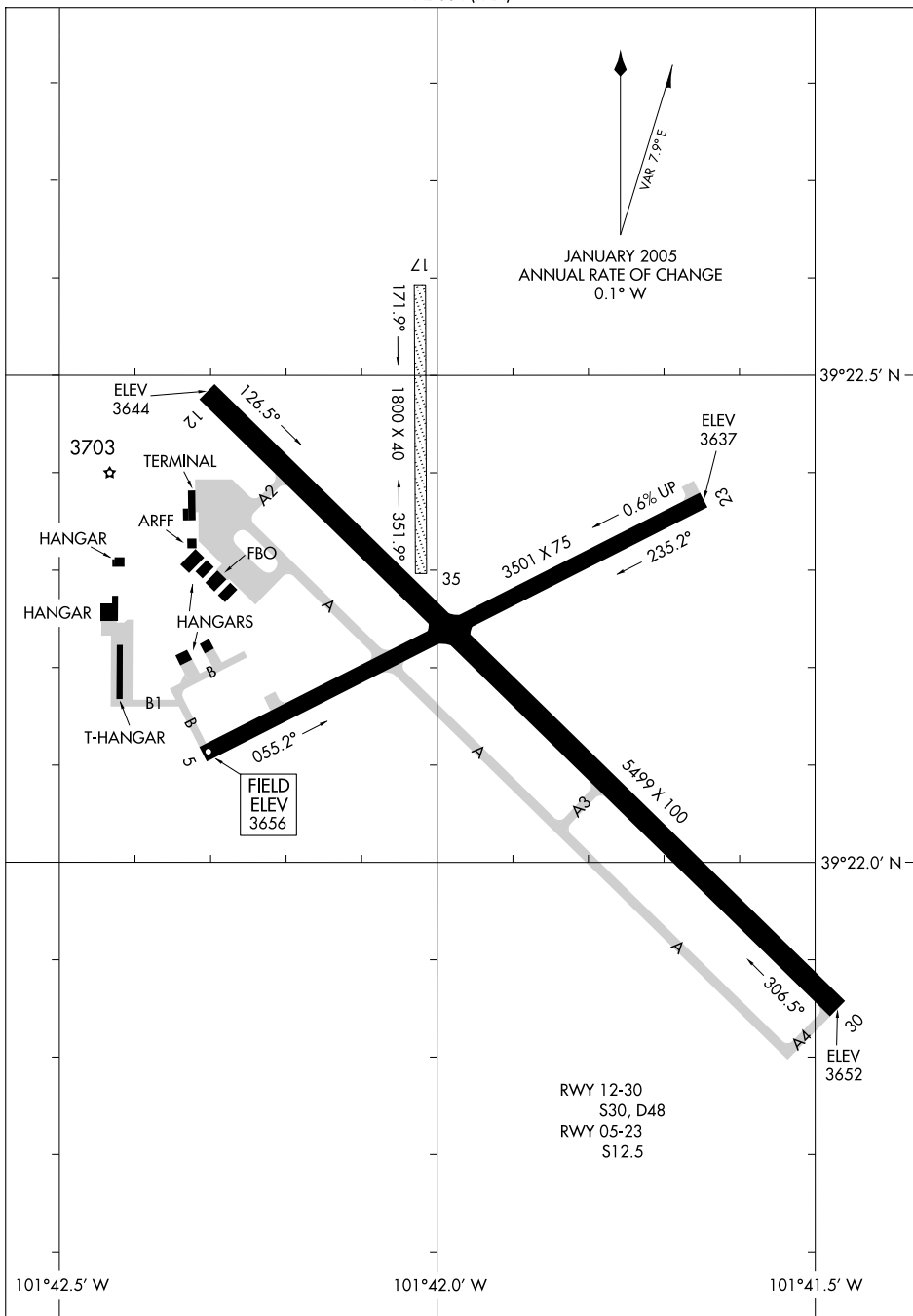
CATEGORY	A	B	C	D
CIRCLING	1540-1	498 (500-1)	1540-1½ 498 (500-1½)	NA

CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS

CIRCLING	1640-1	598 (600-1)	1640-1½ 598 (600-1½)	NA
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AIRPORT DIAGRAM

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)
AL-684 (FAA) GOODLAND, KANSAS



NC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GLD
108.9
Chan **26**

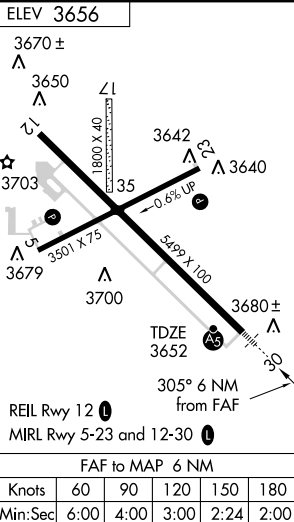
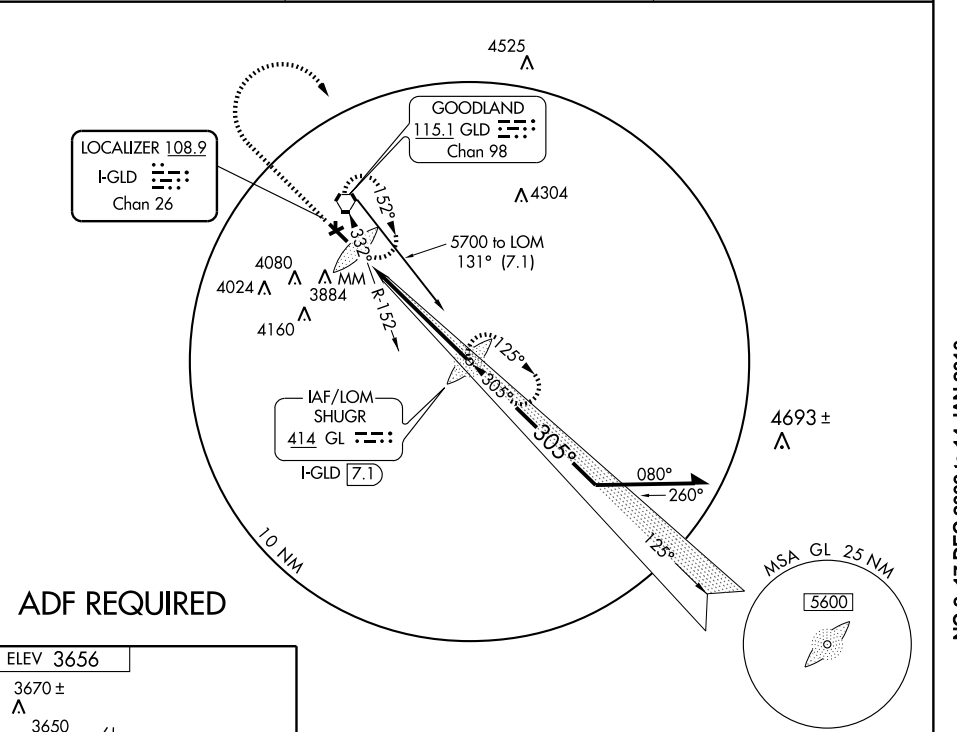
APP CRS
305°

Rwy Idg
TDZE
Apt Elev
5499
3652
3656

MALSR

MISSED APPROACH: Climb to 4500, then climbing right turn to 5700 direct SHUGR LOM and hold.

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
------------------------	--------------------------------------	----------------------------------



4500 5700 SHUGR				
SHUGR LOM I-GLD 7.1				
Remain within 10 NM				
5643 125° 305° 5700				
GS 3.00° TCH 55				
0.5 0.4 5.1 NM				
CATEGORY	A	B	C	D
S-ILS-30	3852-½	200 (200-½)	NA	
S-LOC-30	4020-½	368 (400-½)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2: 17 DEC 2009 to 14 JAN 2010

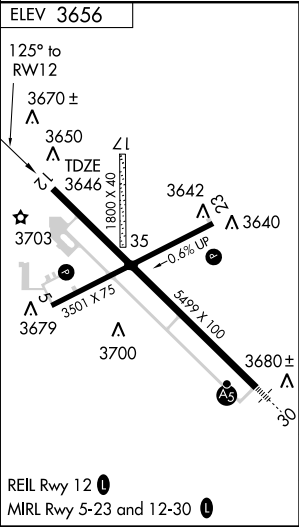
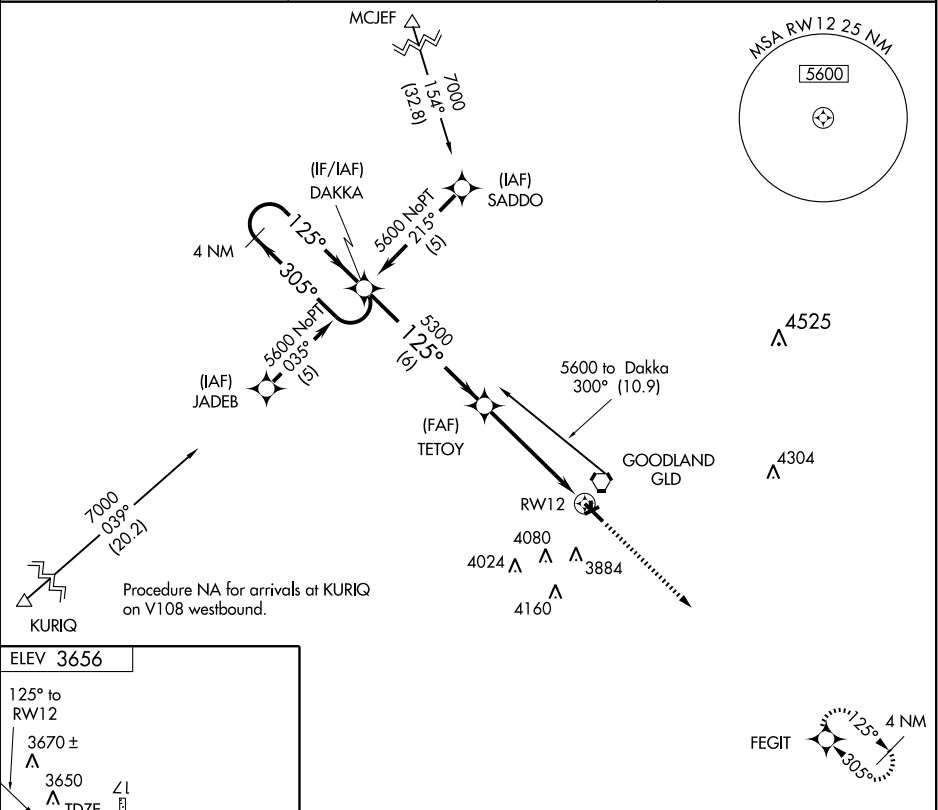
APP CRS	Rwy Idg	5499
125°	TDZE	3646
	Apt Elev	3656

RNAV (GPS) RWY 12

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5700 direct FEGIT WP and hold.
NA Circling not authorized south of runways 5 and 30.	

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF)
-----------------	-------------------------------	-------------------------



4 NM Holding Pattern		DAKKA	TETOY	RW12
5600		305°	125°	3.04° TCH 40
		6 NM	5 NM	
CATEGORY	A	B	C	D
RNAV MDA	4080-1	434 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

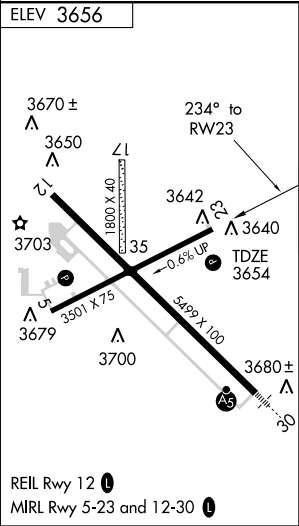
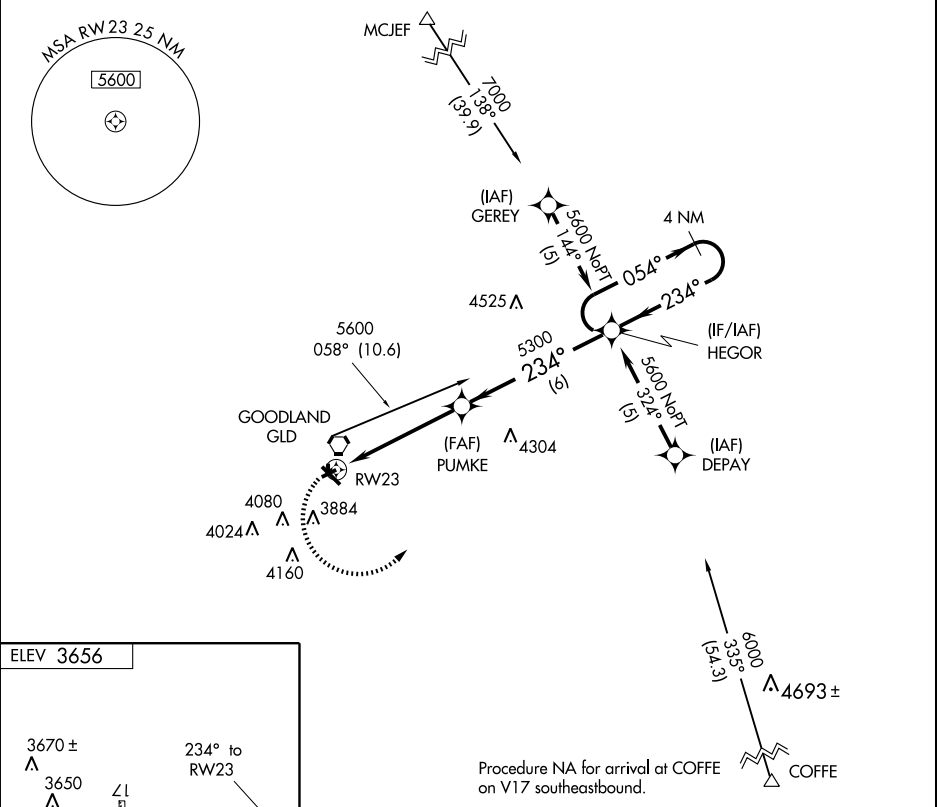
APP CRS	Rwy Idg	3501
234°	TDZE	3654
	Apt Elev	3656

RNAV (GPS) RWY 23

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

<p>▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>▲ NA Circling not authorized south of runways 5 and 30.</p> <p>Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 5600 direct HEGOR WP and hold.</p>
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ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
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<p>5600 HEGOR</p> <p>4 NM Holding Pattern</p> <p>HEGOR</p> <p>PUMKE</p> <p>1.2 NM to RW23</p> <p>1.2 3.8 NM 6 NM</p> <p>5300</p> <p>054°</p> <p>234°</p> <p>5600</p>				
CATEGORY	A	B	C	D
LNNAV MDA	4060-1	406 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

APP CRS

305°

Rwy Idg

TDZE

Apt Elev

5499

3652

3656

✈

✈ NA

Circling not authorized south of runways 5 and 30.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

BARO-VNAV NA below -22°C (-7°F).

MALS

AS

5

MISSED APPROACH: Climb to 5600 direct DAKKA WP and hold.

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
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Procedure NA for arrival at KURIQ on V108 southwestbound, and ORION on V132 southeastbound and V216 northeastbound.

Key features include: DAKKA (4 NM, 25°/305°), MSA RW 30 25 NM (5600), GOODLAND GLD, RW30, GENEC (FAF), FEGIT (IF/IAF), WOMIK (IAF), and ORION. Altitudes range from 3652 to 4693. Distances are marked in NM.

ELEV 3656

REIL Rwy 12 0
MIRL Rwy 5-23 and 12-30 0

Key elevation points: 3670±, 3650, 3642, 3640, 3679, 3700, 3680±, 3652 (TDZE), 3703, 3501 X 75, 5499 X 100, 305° to RW30.

5600

DAKKA

GENEC

FEGIT

4 NM Holding Pattern

125° 5700

305°

GS 3.00° TCH 55

* 1 NM to RW30

RW30

* LNAV only.

1 NM

5.2 NM

5 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3940-½	288 (300-½)	NA	
LNAV MDA	4020-½	368 (400-½)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GLD 115.1 Chan 98	APP CRS 330°	Rwy Idg TDZE Apt Elev	5499 3652 3656
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VOR/DME RWY 30

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

T Circling not authorized south of runways 5 and 30.

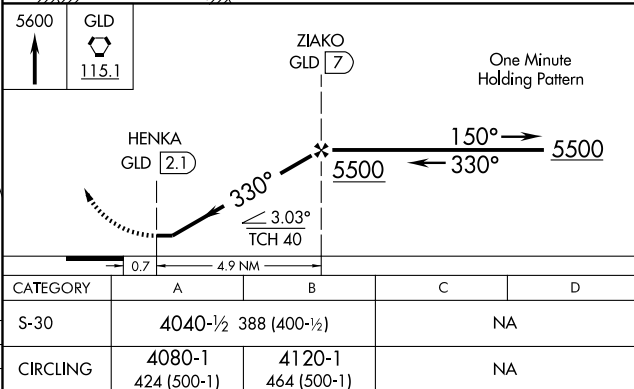
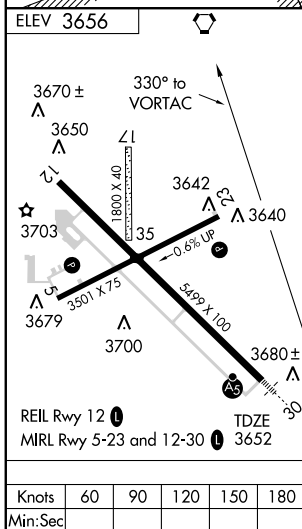
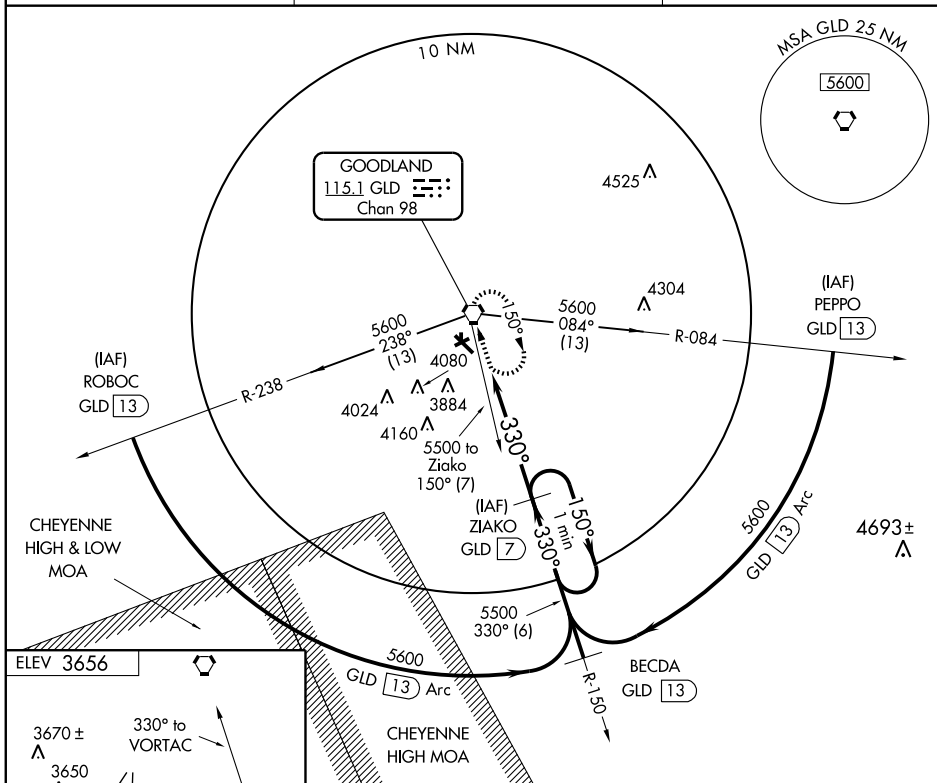


MISSED APPROACH: Climb to 5600 direct GLD VORTAC and hold.

ASOS
121.025

DENVER CENTER
132.5 379.15

UNICOM
122.95 (CTAF) 0



VOR RWY 30

VORTAC GLD 115.1 Chan 98	APP CRS 332°	Rwy Idg TDZE Apt Elev	5499 3652 3656
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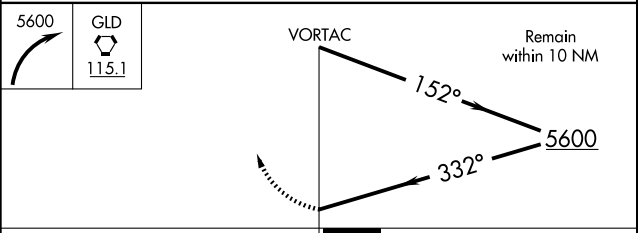
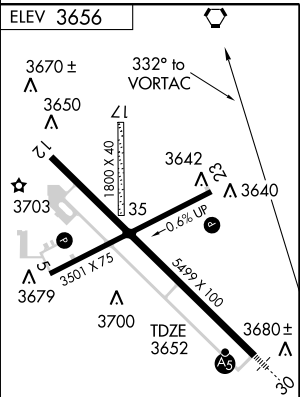
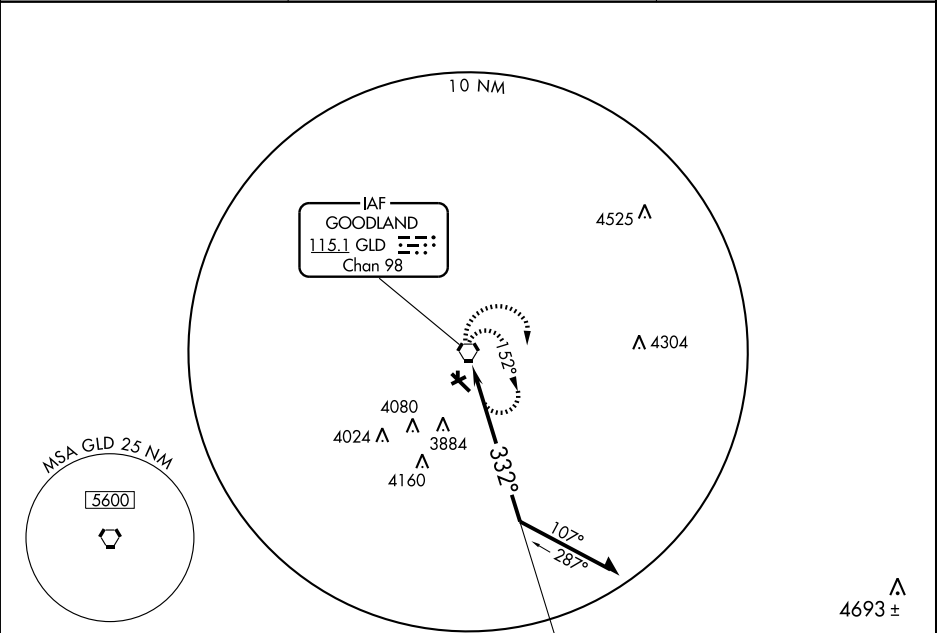
GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)

Circling not authorized south of runways 5 and 30.



MISSED APPROACH: Climbing right turn to 5600 in GLD VORTAC holding pattern.

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF)
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REIL Rwy 12	MIRL Rwy 5-23 and 12-30	CATEGORY	A	B	C	D
		S-30	4160-½	508 (600-½)	NA	
		CIRCLING	4160-1	504 (600-1)	NA	
Knots	60	90	120	150	180	
Min:Sec						

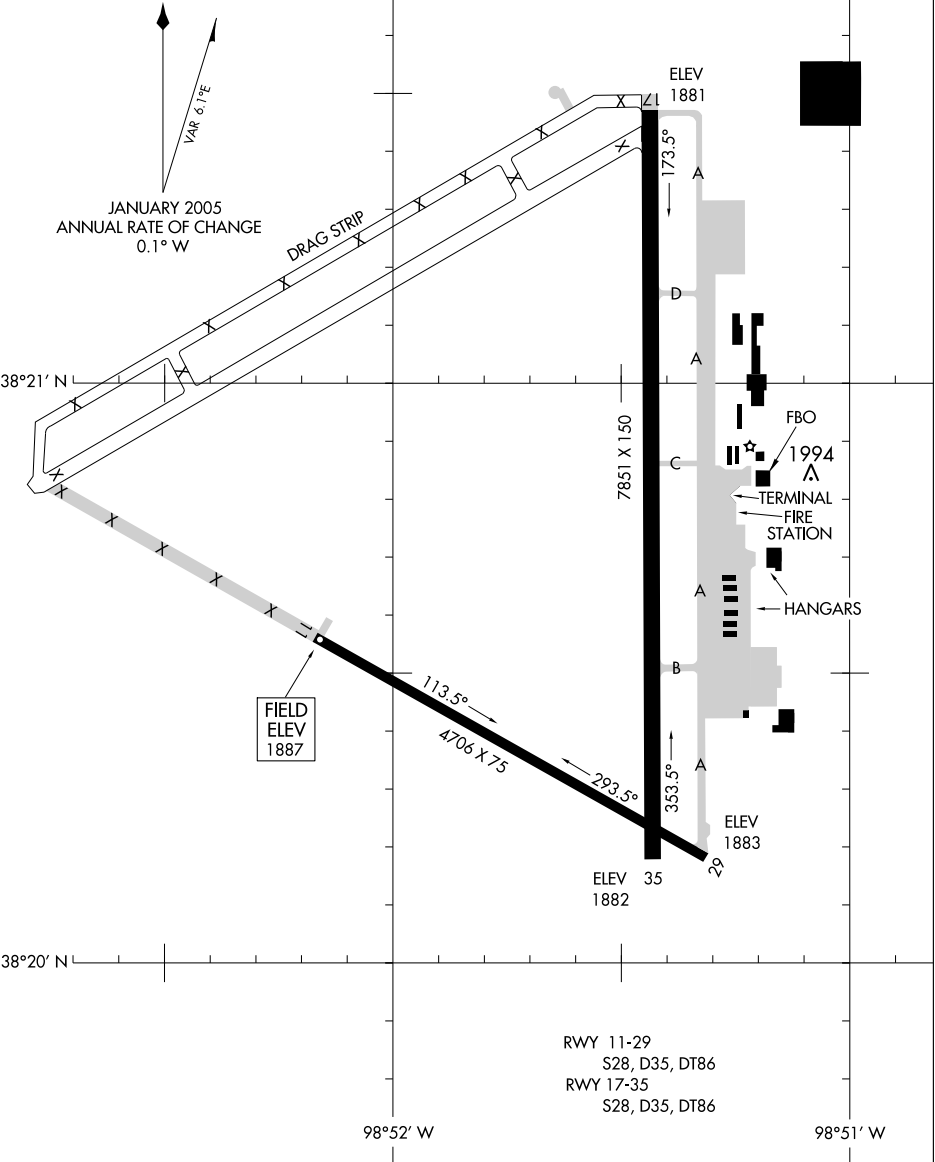
09071

AIRPORT DIAGRAM

GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS

AL-175 (FAA)

AWOS-3
119.275
CTAF/UNICOM
122.8



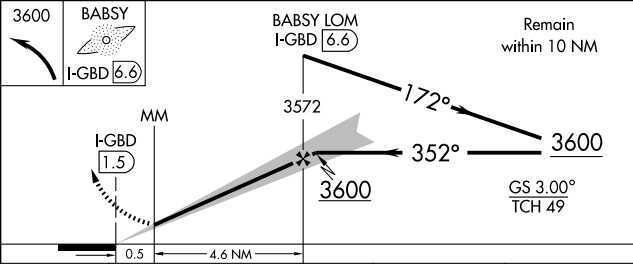
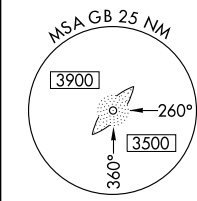
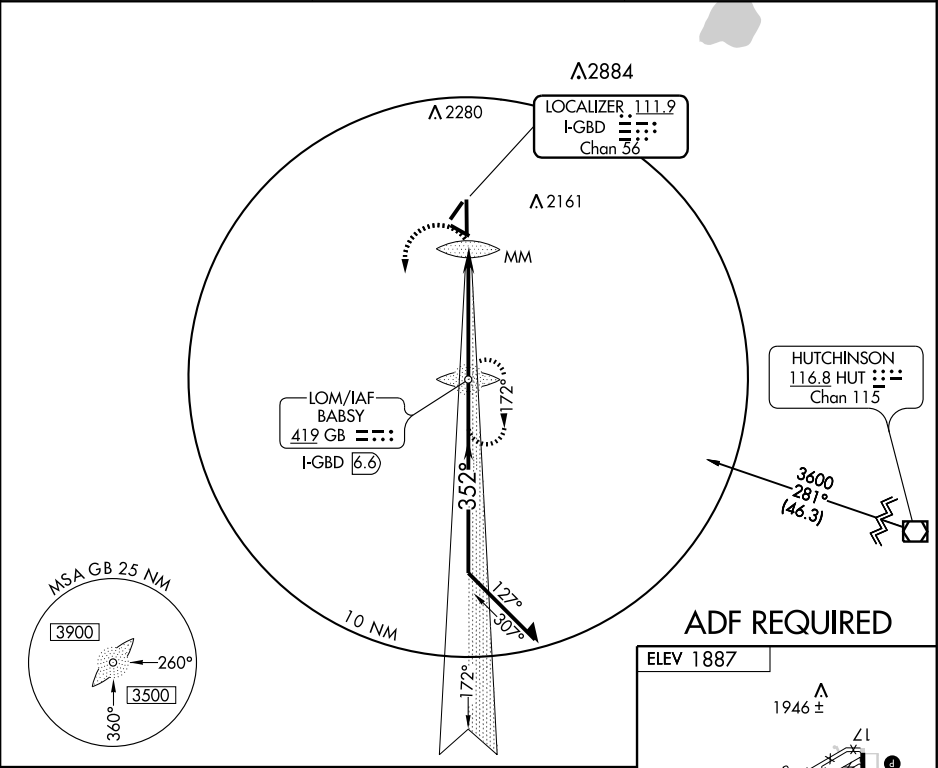
NC-2, 17 DEC 2009 to 14 JAN 2010

ILS RWY 35
GREAT BEND MUNI (GBD)

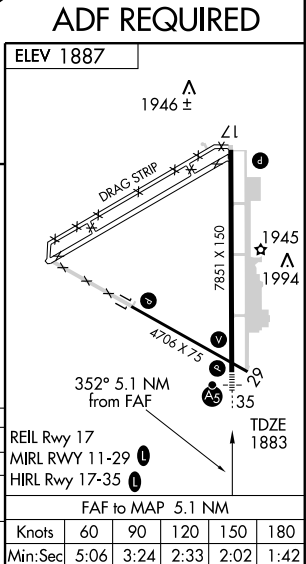
LOC I-GBD 111.9 Chan 56	APP CRS 352°	Rwy Idg TDZE Apt Elev	7851 1883 1887
---	------------------------	-----------------------------	---

NA	MALSR 	MISSED APPROACH: Climbing left turn to 3600 direct BABSY LOM/I-GBD 6.6 DME and hold.
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AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 35	2083-1/2 200 (200-1/2)			
S-LOC 35	2240-1/2 357 (400-1/2)			2240-3/4 357 (400-3/4)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1 1/2 453 (500-1 1/2)	2460-2 573 (600-2)

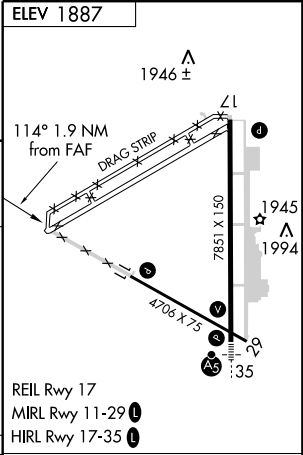
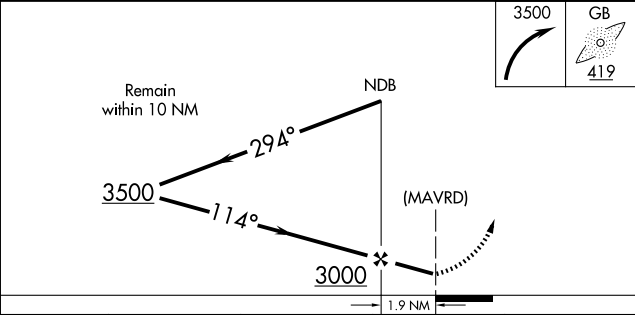
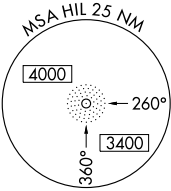
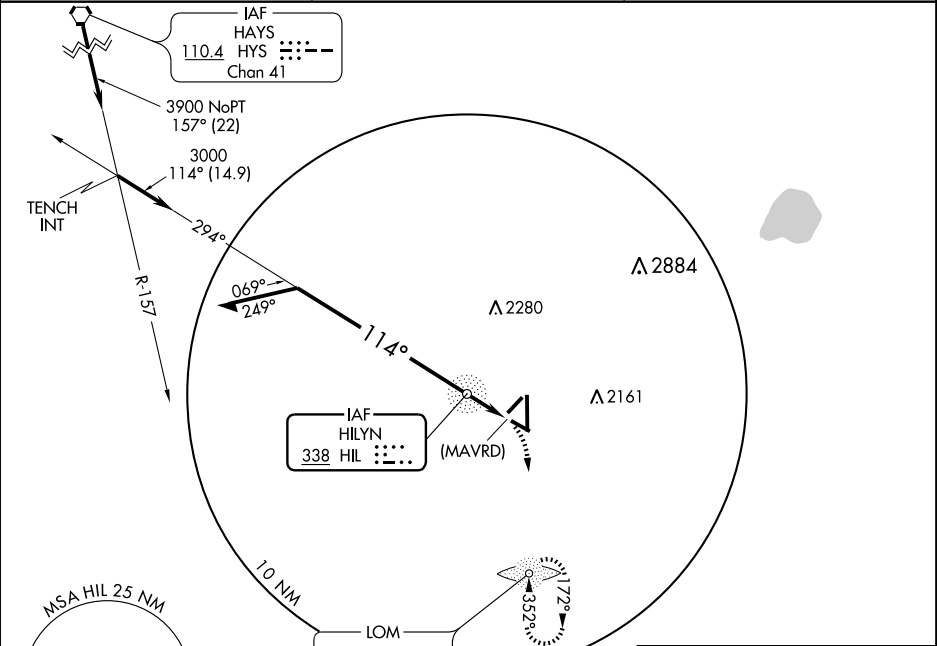


NDB or GPS-A
GREAT BEND MUNI (GBD)

NDB HIL 308	APP CRS 114°	Rwy Idg TDZE Apt Elev	N/A N/A 1887
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	MISSED APPROACH: Climbing right turn to 3500 direct BABSY LOM and hold.
--	---

AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2500-2 613 (700-2)	Knots	60	90	120	150	180
					Min:Sec	1:54	1:16	0:57	0:46	0:38

NDB RWY 35
GREAT BEND MUNI (GBD)

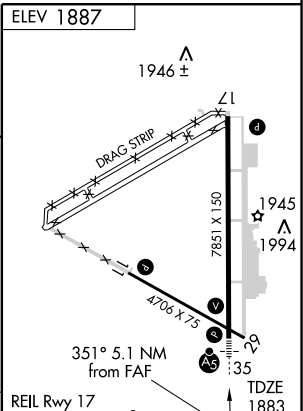
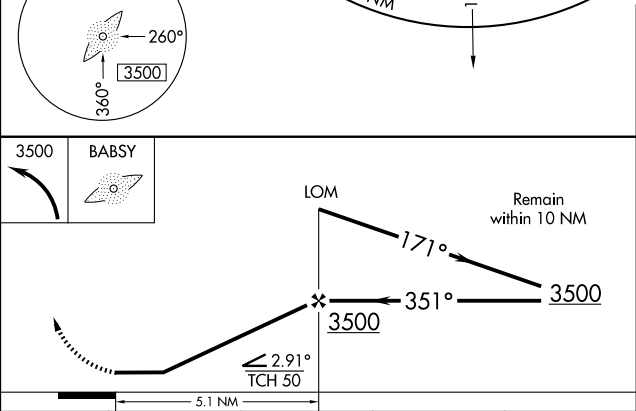
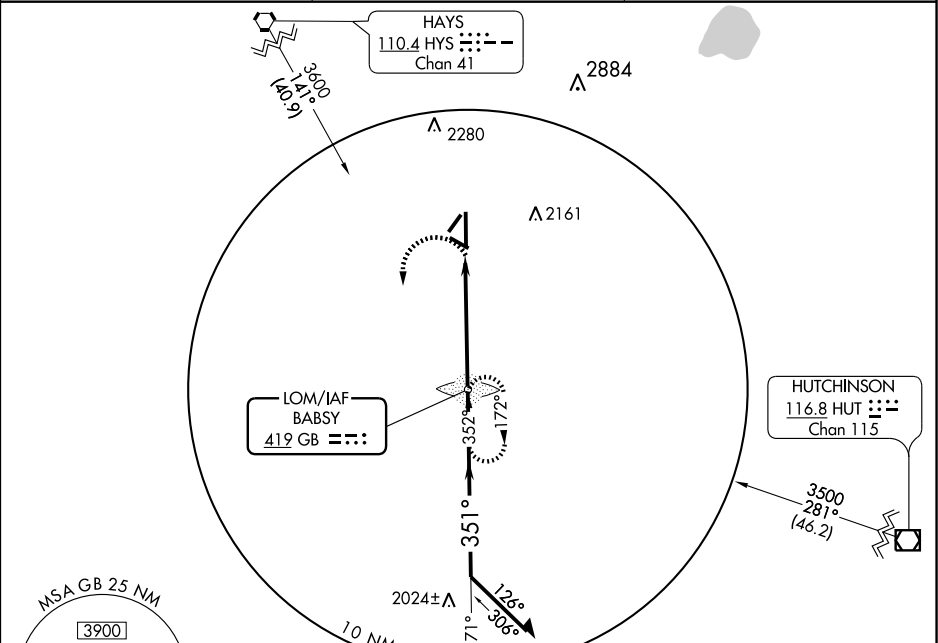
LOM GB 419	APP CRS 351°	Rwy Idg TDZE Apt Elev	7851 1883 1887
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▼ When local altimeter setting not received use Russell
▲ Muni altimeter setting and increase all MDA 80 feet and
increase S-35 Cat C/D and circling Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climbing left turn to 3500
direct GB LOM and hold.

AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	MIRL Rwy 11-29 MIRL Rwy 17-35					
S-35	2340-¾ 457 (500-¾)			2340-1¼ 457 (500-1¼)	FAF to MAP 5.1 NM					
CIRCLING	2340-1 453 (500-1)	2340-1½ 453 (500-1½)		2500-2 613 (700-2)	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH 65710 W35A	APP CRS 352°	Rwy Idg 7851 TDZE 1883 Apt Elev 1887
--	------------------------	---

RNAV (GPS) RWY 35

GREAT BEND MUNI (GBD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0.0°F) or above 45°C (113°F). DME/ODM RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat D visibility ¼ mile.

▲ For inoperative MALSR increase LPV all Cats visibility to ¼ mile. For inoperative MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inoperative table does not apply to LNAV Cat D.

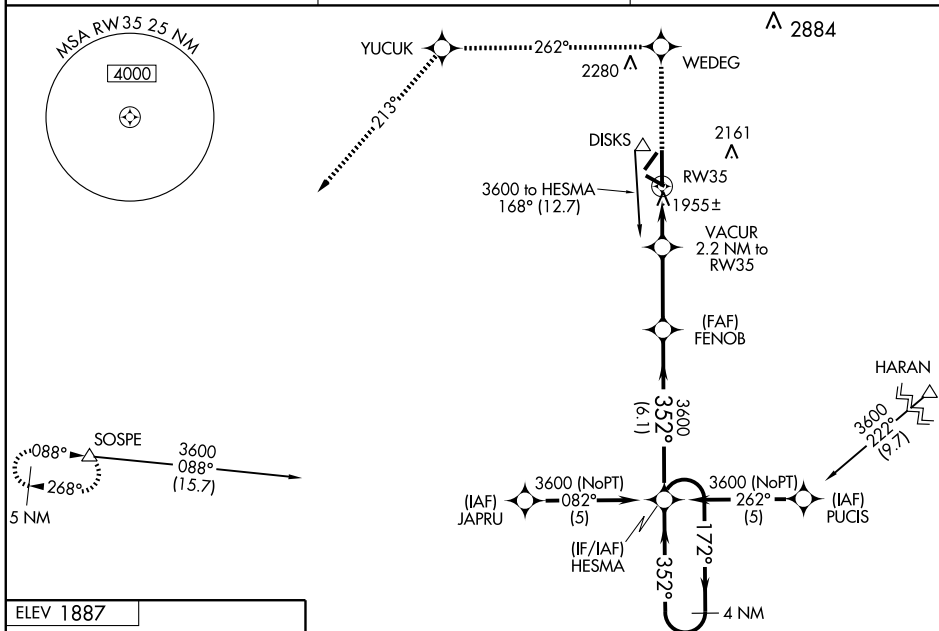
MALSR



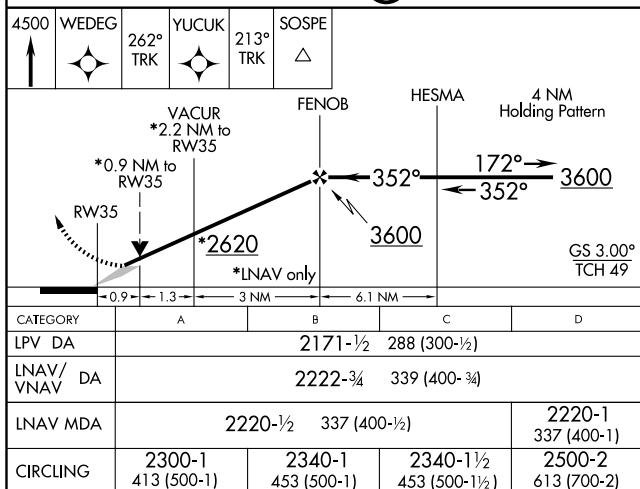
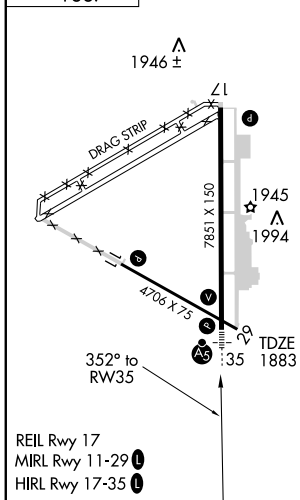
MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3
119.275

KANSAS CITY CENTER
118.8 337.4

UNICOM
122.8 (CTAF) **L**

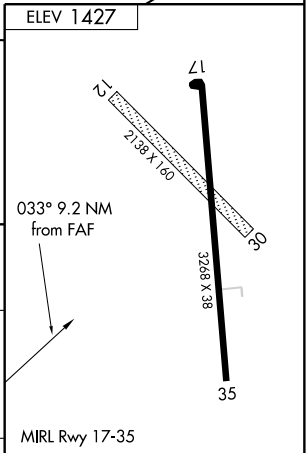
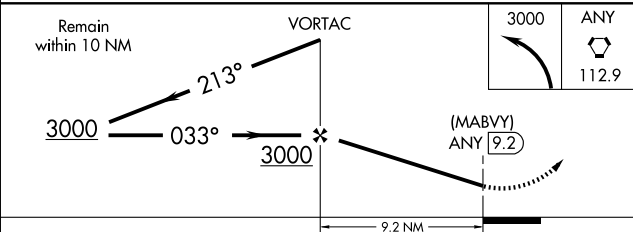
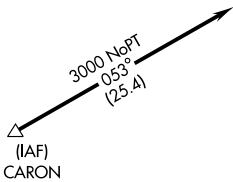
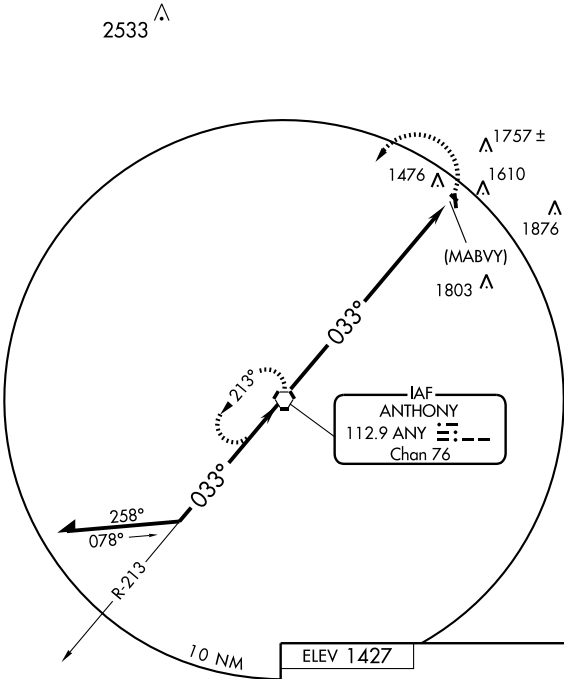
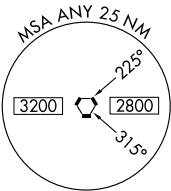
ELEV 1887



VOR or GPS-B
HARPER MUNI (8K2)

VORTAC ANY 112.9 Chan 76	APP CRS 033°	Rwy Idg TDZE Apt Elev 1427	N/A N/A 1427
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NA Use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ANY VORTAC and hold
KANSAS CITY CENTER 118.35 344.8	CTAF 122.9



CATEGORY	A	B	C	D	FAF to MAP 9.2 NM					
CIRCLING	2060-1 633 (700-1)		2060-1¾ 633 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	9:12	6:08	4:36	3:41	3:04

AIRPORT DIAGRAM

AL-5440 (FAA)

HAYS RGNL (HYS)
HAYS, KANSAS

AWOS-3
125.525
CTAF/UNICOM
122.8

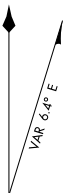
FIELD
ELEV
1999

TERMINAL

2056

FIRE
STATION

38° 51' W



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

6501 X 100

ELEV
1989

221.8°

4501 X 75

0.3% UP

ELEV
1987

041.8°

341.0°

ELEV
1984

RWY 04-22
S12.5, D12.5
RWY 16-34
S28, D48, DT86

99° 17' N

99° 16' N

NC-2, 17 DEC 2009 to 14 JAN 2010

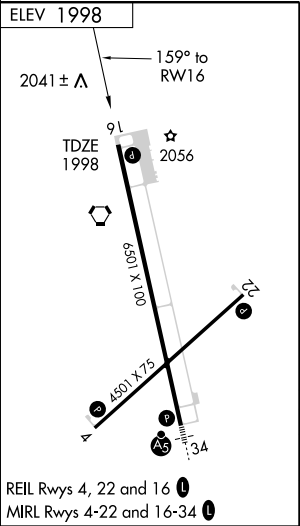
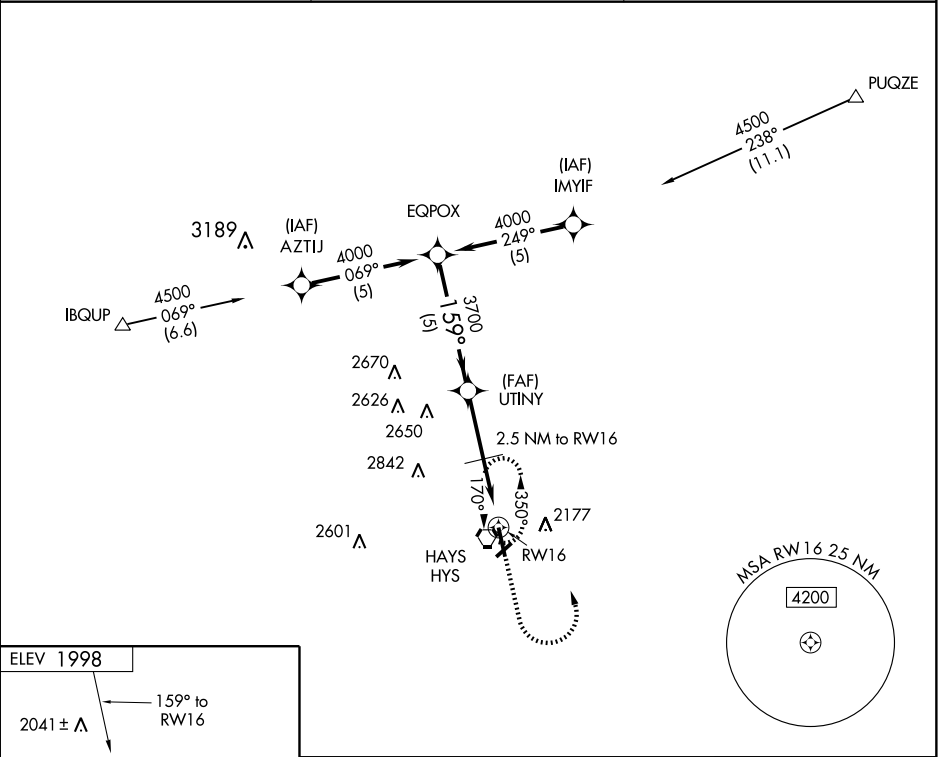
GPS RWY 16
HAYS RGNL (HYS)

APP CRS 159°	Rwy Idg TDZE Apt Elev	6500 1998 1998
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NA


MISSED APPROACH: Climb to 3800 then left turn direct
HYS VORTAC and hold.


AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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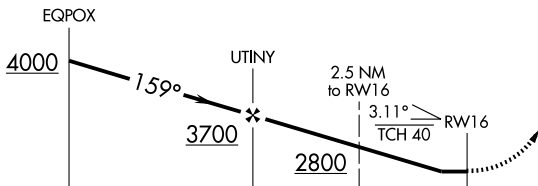


Procedure Turn NA

3800
↑



HYS

110.4



CATEGORY	A	B	C	D
S-16	2440-1	442 (500-1)	2440-1¼ 442 (500-1¼)	2440-1½ 442 (500-1½)
CIRCLING	2440-1 442 (500-1)	2480-1 482 (500-1)	2480-1½ 482 (500-1½)	2560-2 562 (600-2)

LOC I-HYS <u>111.5</u>	APP CRS 339°	Rwy Idg TDZE Apt Elev	6500 1993 1998
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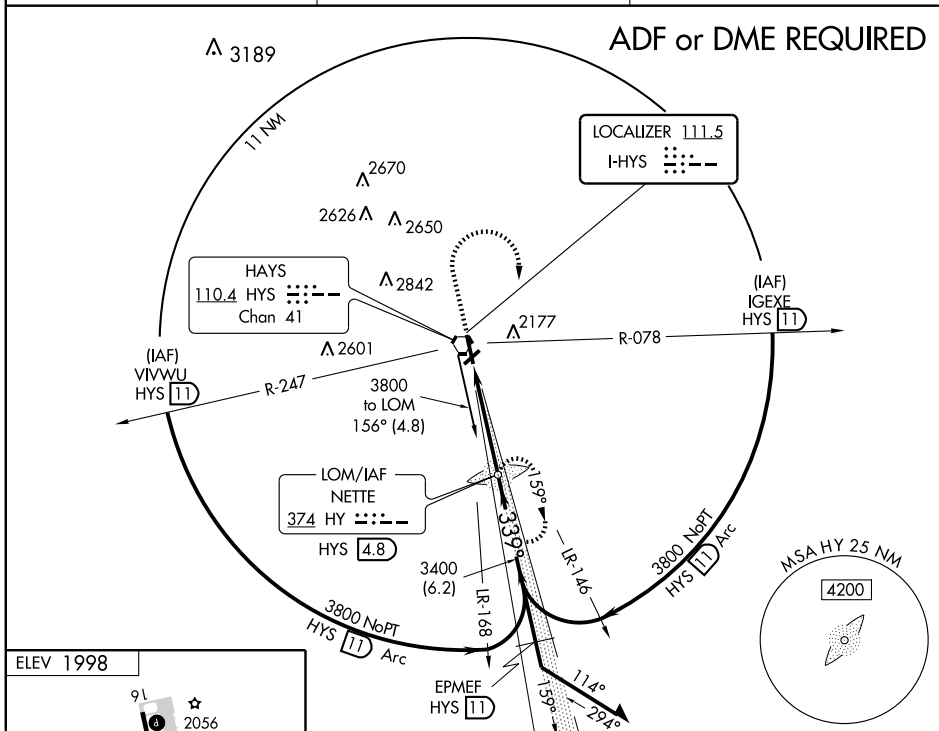
ILS or LOC RWY 34

HAYS RGNL (HYS)



MISSED APPROACH: Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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ELEV 1998

91 2056

100' X 1069'

450' X 75'

TDZE 1993

REIL Rwy 4, 22 and 16

MIRL Rwy 4-22 and 16-34

339° 4.1 NM from FAF

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

Diagram illustrating a VORTAC station and its associated frequencies and altitudes:

- VORTAC Station:**
 - VOR Frequency: 113.70 MHz
 - TCH: 47
 - Distance to Obstacle: 4.1 NM
- Obstacle:**
 - Altitude: 3400
 - Distance from Station: 3.364 NM
 - Angle from Station: 339°
- Station Altitude:** 3800

APP CRS
339°

Rwy Idg	6500
TDZE	1993
Apt Elev	1998

RNAV (GPS) RWY 34

HAYS RGNL (HYS)

T	DME/DME RNP -0.3 NA
A NA	BARO-NAV NA below -18°C (0°F) For inoperative MALSR increase LNAV Cat D visibility to 1¼.

MALSR



MISSED APPROACH: Climb to 4000 via 339° course to EQPOX and hold.

AWOS-3

125.525

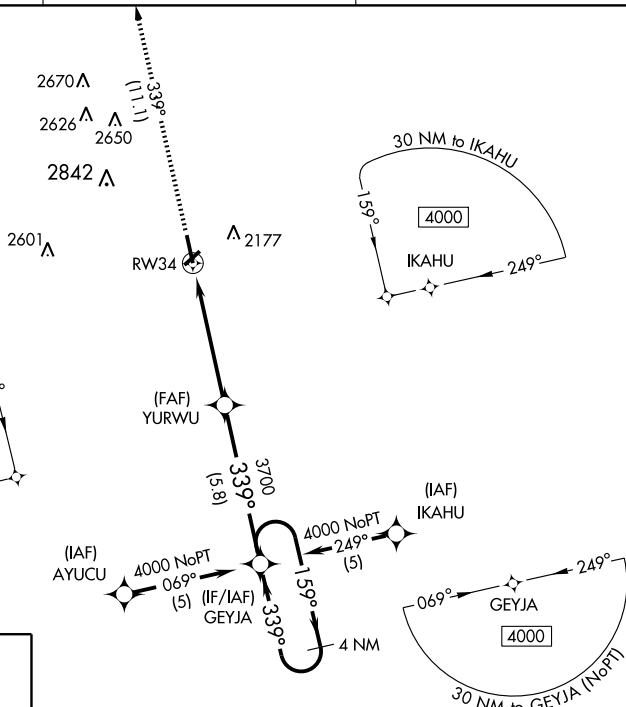
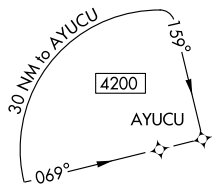
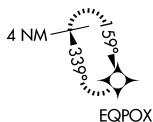
KANSAS CITY CENTER

124.4 322.4

UNICOM

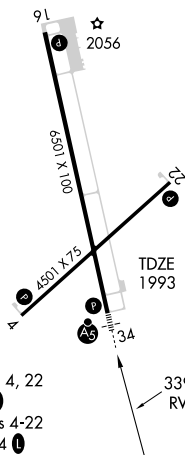
122.8 (CTAF) **L**

MISSED APCH FIX

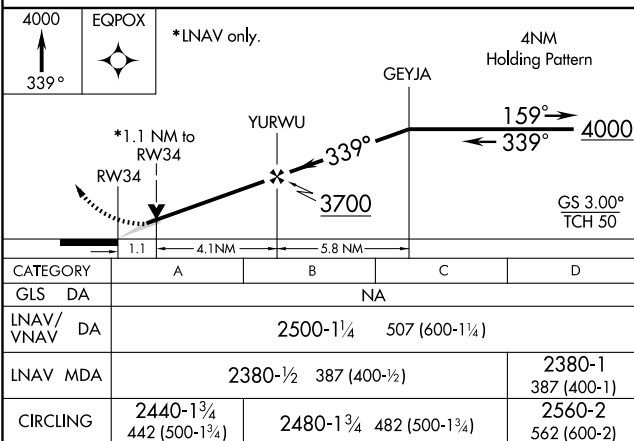


NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1998

REIL Rwy 4, 22
and 16 **L**

MIRL Rwy 4-22
and 16-34 **L**



VORTAC HYS 110.4 Chan 41	APP CRS 170°	Rwy Idg 6500 TDZE 1998 Apt Elev 1998
--	------------------------	---

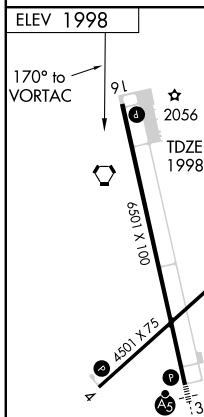
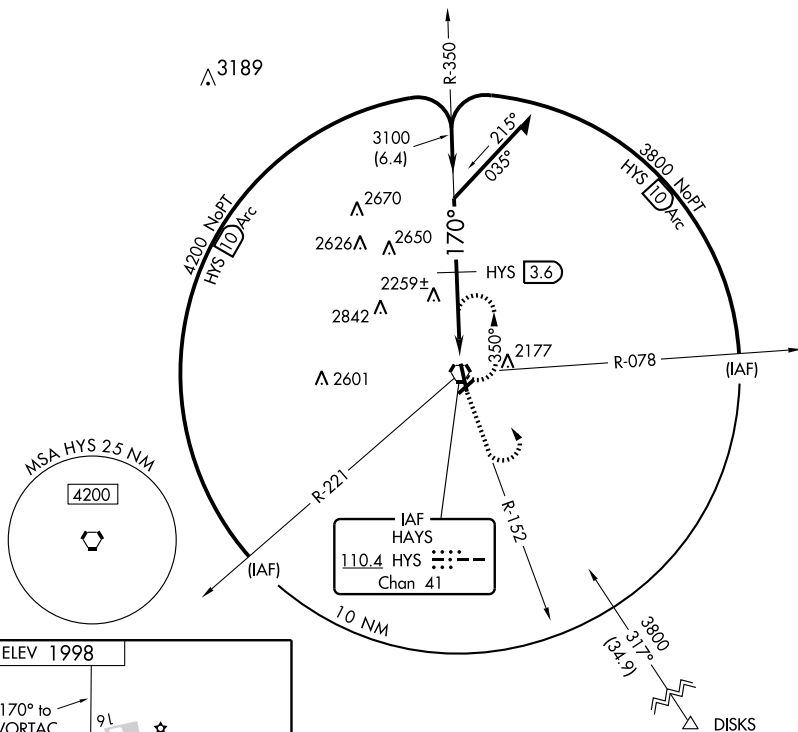
VOR/DME RWY 16
HAYS RGNL (HYS)



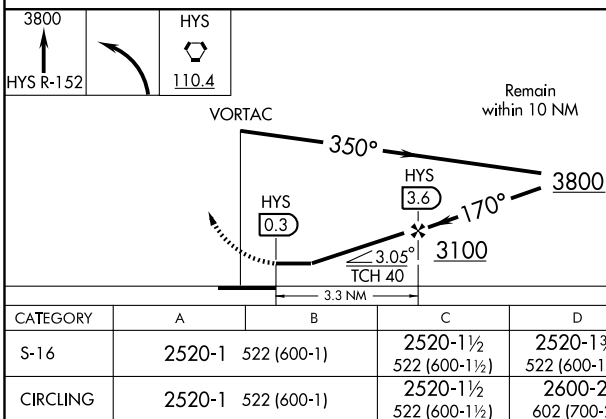
MISSED APPROACH: Climb to 3800 via HYS R-152 then left turn direct HYS VORTAC and hold.

AWOS-3
125.525

KANSAS CITY CENTER
124.4 322.4

UNICOM
122.8 (CTAF) **L**

REIL Rwy 4, 22 and 16 **L**
MIRL Rwy 4-22 and 16-34 **L**



HAYS, KANSAS

AL-5440 (FAA)

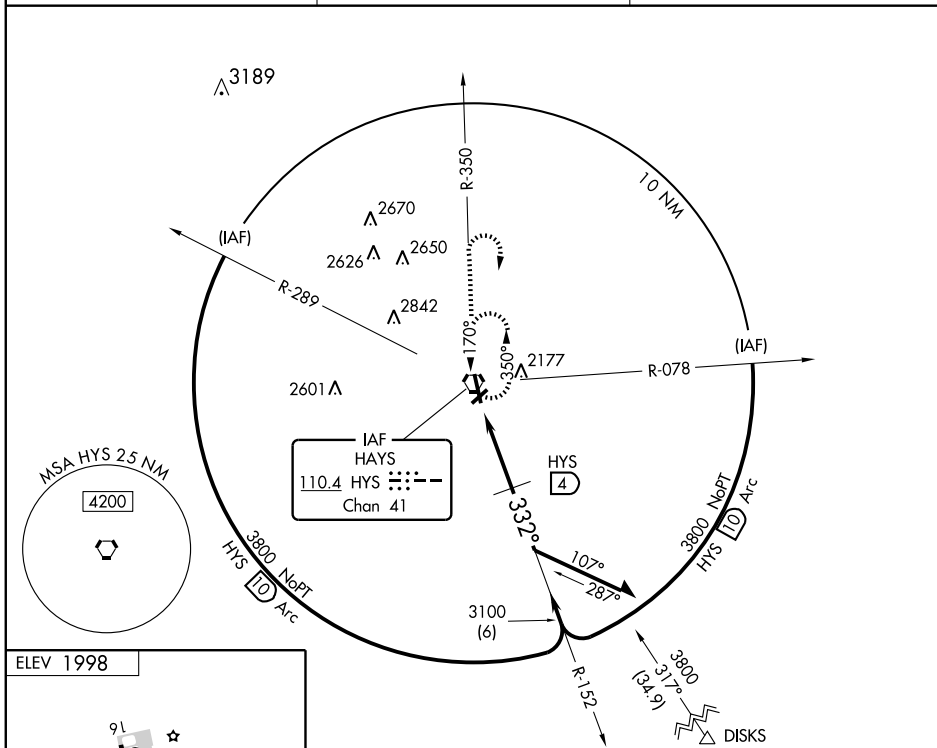
VORTAC HYS 110.4 Chan 41	APP CRS 332°	Rwy ldg TDZE Apt Elev 6500 1993 1998
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VOR/DME RWY 34

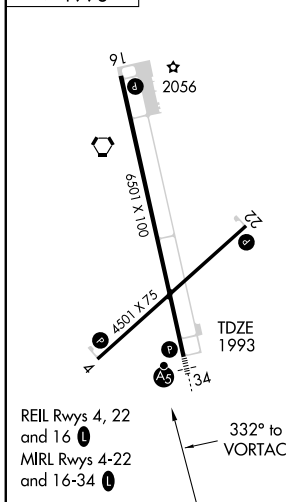
HAYS RGNL (HYS)



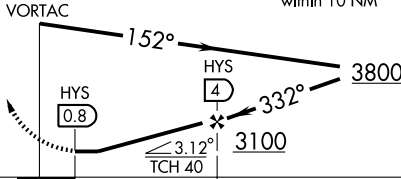
 For inoperative MALSR, increase S-34 Cat D visibility to 1 1/4 mile.	MALSR 	MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.
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AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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ELEV 1998



<div>3800</div> <div>↑</div> <div>HYS R-350</div>	<div></div>	<div>HYS</div> <div></div> <div>110.4</div>	<div>Remain within 10 NM</div>		
<div>VGSI and descent angles not coincident.</div>		<div></div>			
CATEGORY	A	B	C	D	
S-34	2380- 1/2 387 (400-1/2)				2380-1 387 (400-1)
CIRCLING	2400-1 402 (500-1)	2480-1 482 (500-1)	2480-1 1/2 482 (500-1 1/2)	2600-2 602 (700-2)	

HAYS, KANSAS

AL-5440 (FAA)

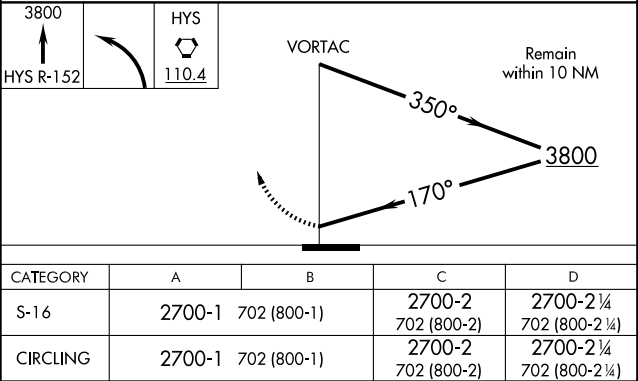
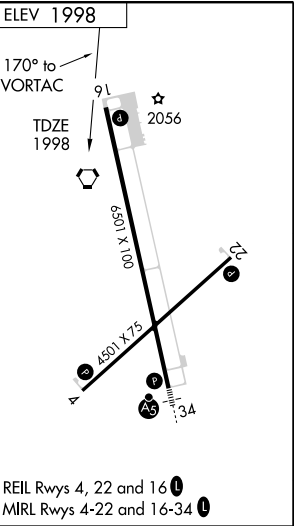
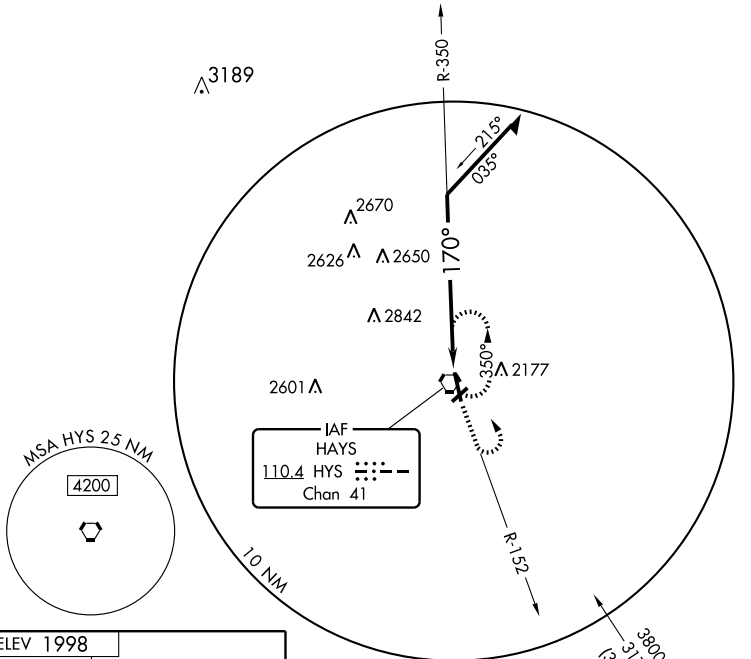
VOR RWY 16
HAYS RGNL (HYS)

VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	170°	TDZE	1998
Chan 41		Apt Elev	1998



MISSED APPROACH: Climb to 3800 via HYS R-152 then left turn direct HYS VORTAC and hold.

AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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HAYS, KANSAS

AL-5440 (FAA)

VOR RWY 34
HAYS RGNL (HYS)

VORTAC HYS 110.4 Chan 41	APP CRS 332°	Rwy Idg TDZE Apt Elev 6500 1993 1998
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MALSR



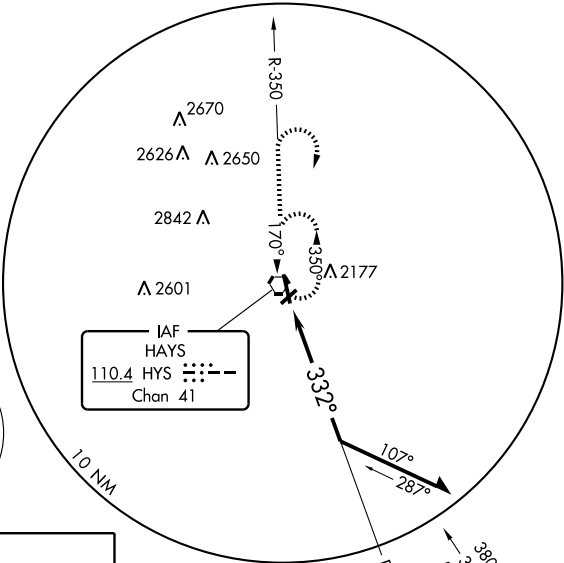
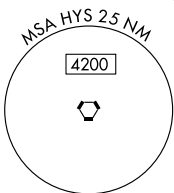
MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.

AWOS-3
125.525

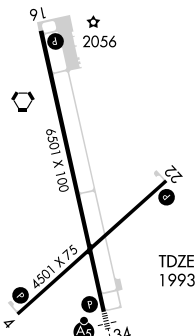
KANSAS CITY CENTER
124.4 322.4

UNICOM
122.8 (CTAF)

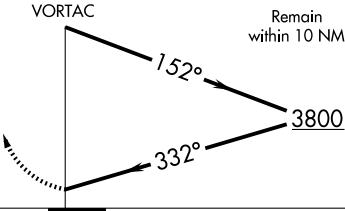
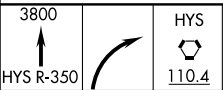
3189



ELEV 1998



REIL Rwy 4, 22 and 16
MIRL Rwy 4-22 and 16-34



CATEGORY	A	B	C	D
S-34	2480-1/2	487 (500-1/2)	2480-3/4 487 (500-3/4)	2480-1 487 (500-1)
CIRCLING	2480-1	482 (500-1)	2480-1 1/2 482 (500-1 1/2)	2600-2 602 (700-2)

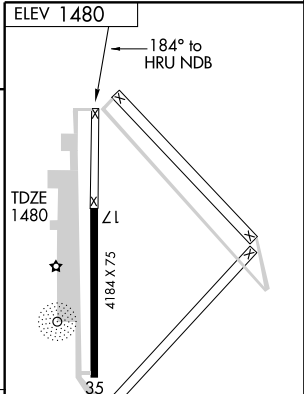
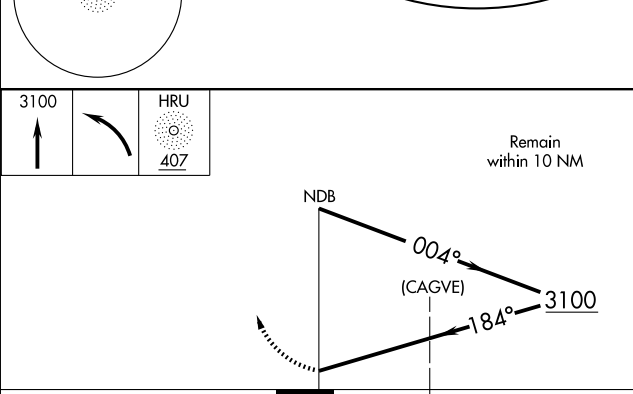
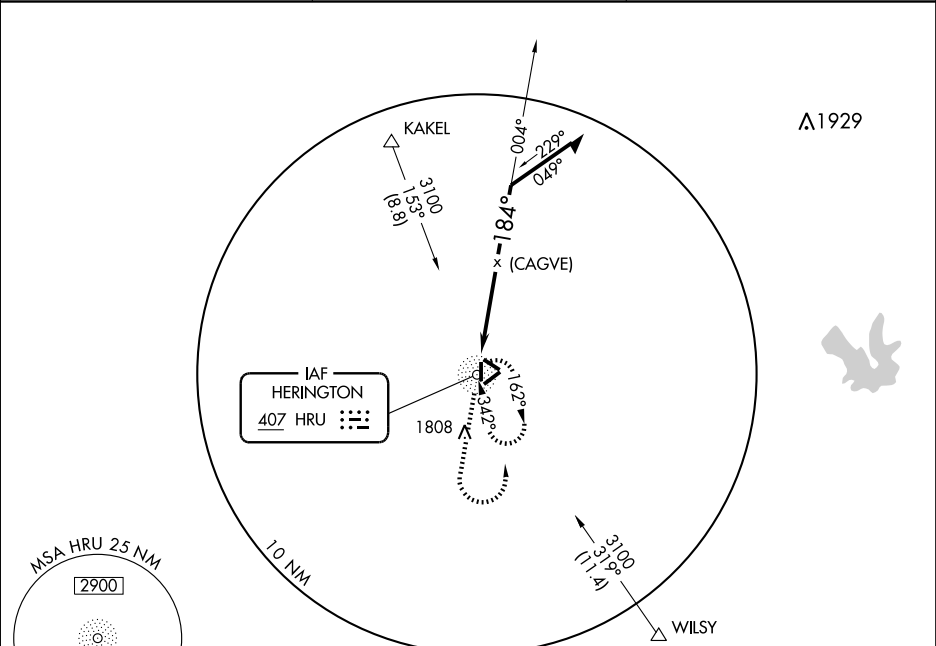
NDB HRU	APP CRS	Rwy Idg	4184
407	184°	TDZE	1480
		Apt Elev	1480

NDB or GPS RWY 17
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HRU NDB and hold.

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-17	2100-1	620 (700-1)	2100-1 3/4 620 (700-1 3/4)	2100-2 620 (700-2)
CIRCLING	2100-1	620 (700-1)	2100-1 3/4 620 (700-1 3/4)	2240-2 1/2 760 (800-2 1/2)

Knots	60	90	120	150	180
Min:Sec					

NDB HRU 407	APP CRS 342°	Rwy Idg TDZE Apt Elev	4184 1480 1480
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NDB or GPS RWY 35

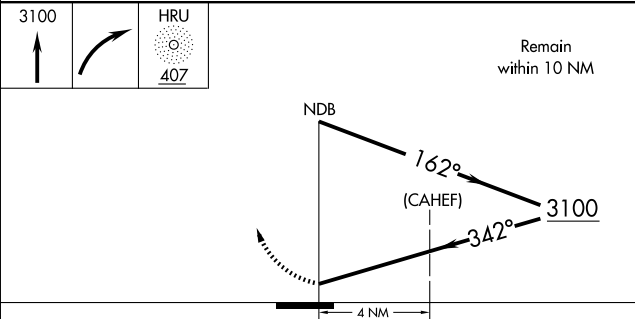
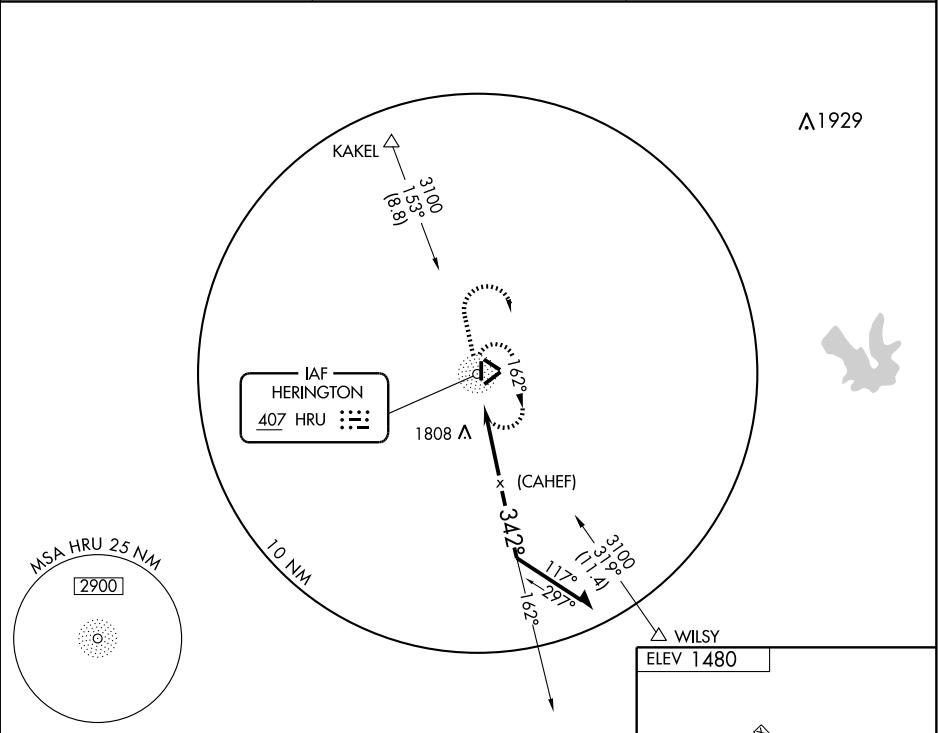
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 40 feet.

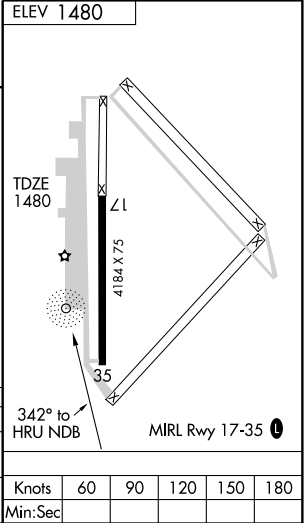
MISSED APPROACH: Climb to 3100 then right turn direct HRU NDB and hold.

▲ NA

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8	CTAF 122.9
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CATEGORY	A	B	C	D
S-35	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)
CIRCLING	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)
Knots 60 90 120 150 180				
Min:Sec				



APP CRS 172°	Rwy Idg TDZE Apt Elev	5000 2238 2238
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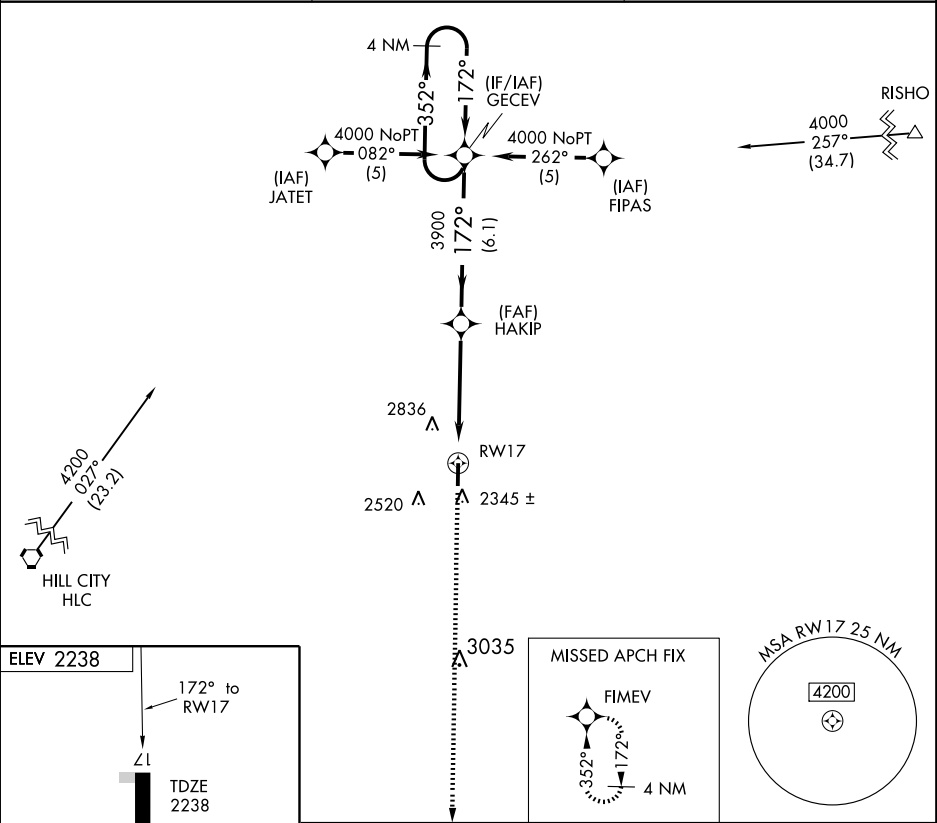
RNAV (GPS) RWY 17
HILL CITY MUNI (HLC)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

▲ VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4100 direct FIMEV and hold.

ASOS 118.425	WICHITA RADIO 122.65	CTAF 122.9 0
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CATEGORY	A		B		C	D
	2980-1 742 (800-1)	2980-1 ¼ 742 (800-1 ¼)	2980-1 ¼ 742 (800-1 ¼)	2980-2 ¼ 742 (800-2 ¼)	NA	
CIRCLING	2980-1 742 (800-1)	2980-1 ¼ 742 (800-1 ¼)	2980-1 ¼ 742 (800-1 ¼)	3140-2 ¾ 902 (1000-2 ¾)	NA	

▼

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

▲

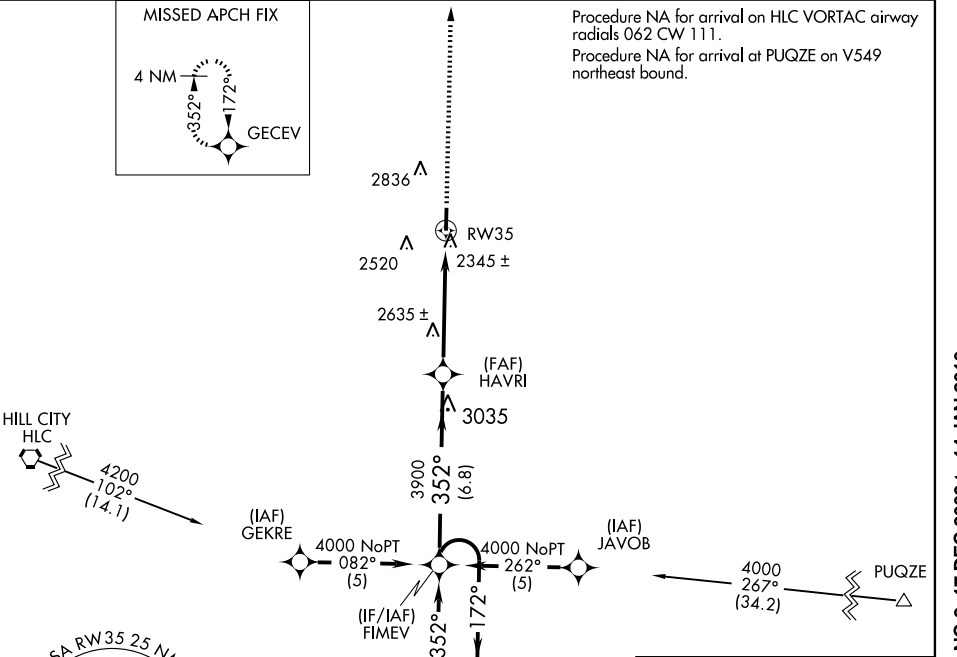
VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct GECEV and hold.

ASOS
118.425

WICHITA RADIO
122.65

CTAF
122.9 0



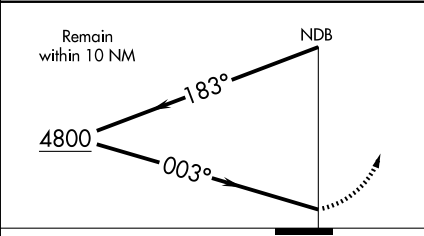
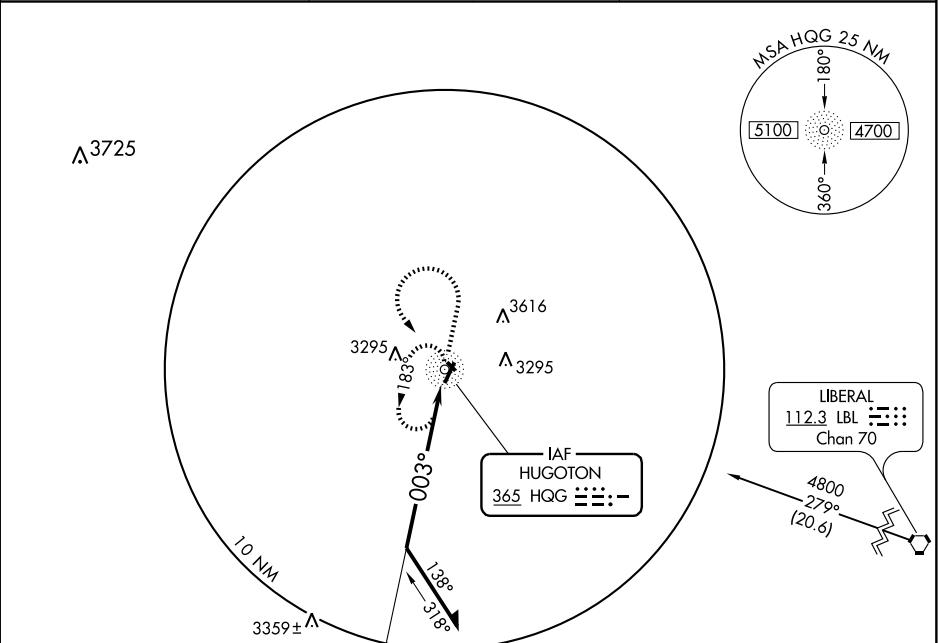
NDB RWY 2
HUGOTON MUNI (HGG)

NDB HQG 365	APP CRS 003°	Rwy Idg TDZE Apt Elev	5000 3133 3134
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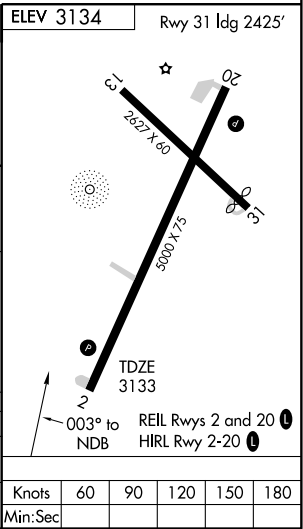
▼
▲ NA
If local altimeter setting not received, use liberal
altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then climbing left turn to
4800 direct HQG NDB and hold.

AWOS-3 118.6	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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4200	4800	HQG
↑	↶	○
		365



WAAS CH 63003 W02A	APP CRS 016°	Rwy Idg 5000 TDZE 3133 Apt Elev 3134
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RNAV (GPS) RWY 2

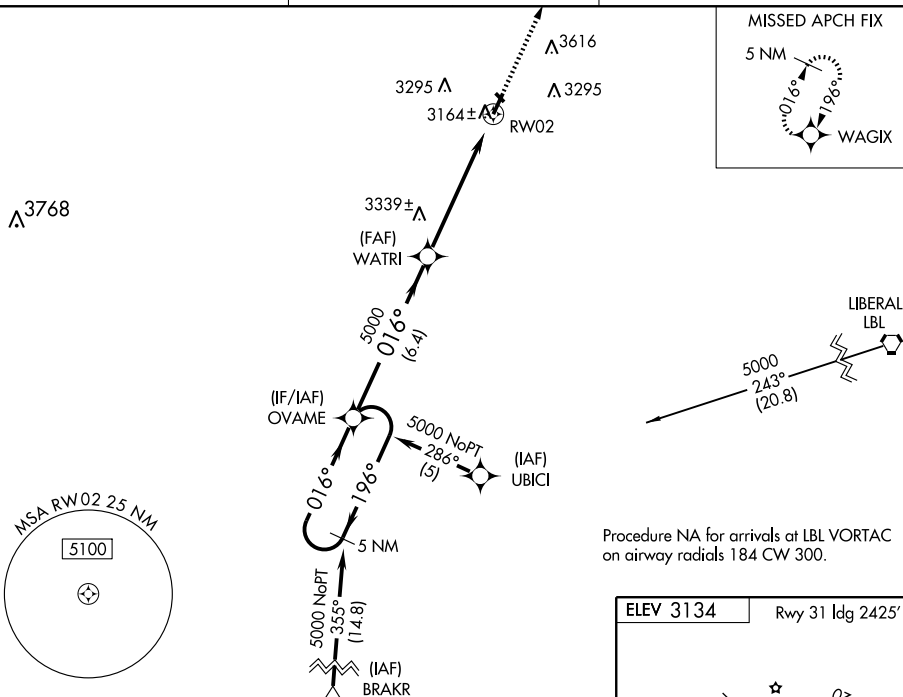
HUGOTON MUNI (HQQ)

▼ BARO-VNAV NA when using Liberal altimeter setting.
▲ NA For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and all MDAs 100 feet.

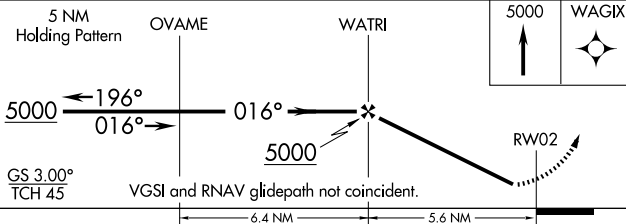
MISSED APPROACH: Climb to 5000 direct WAGIX and hold.

AWOS-3
118.6

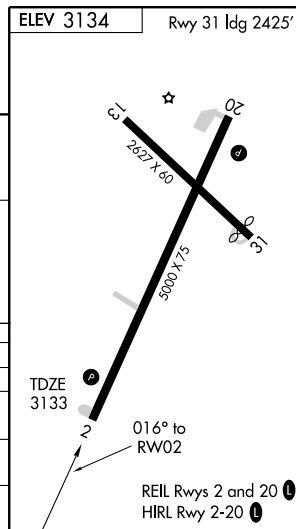
KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at LBL VORTAC
on airway radials 184 CW 300.



CATEGORY		A	B	C	D
LPV	DA	3383-1 250 (300-1)			NA
LNAV/ VNAV	DA	3424-1 291 (300-1)			NA
LNAV MDA		3600-1 467 (500-1)		3600-1 $\frac{1}{4}$ 467 (500-1 $\frac{1}{4}$)	NA
CIRCLING		3600-1 466 (500-1)		3600-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	NA



WAAS CH 86603 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	5000 3132 3134
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RNAV (GPS) RWY 20

HUGOTON MUNI (HGG)

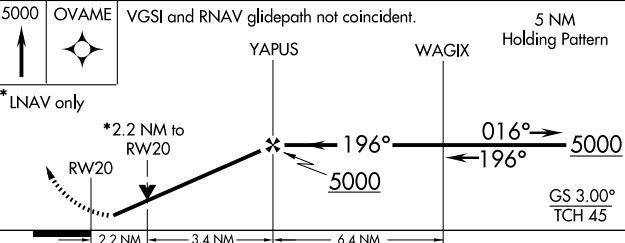
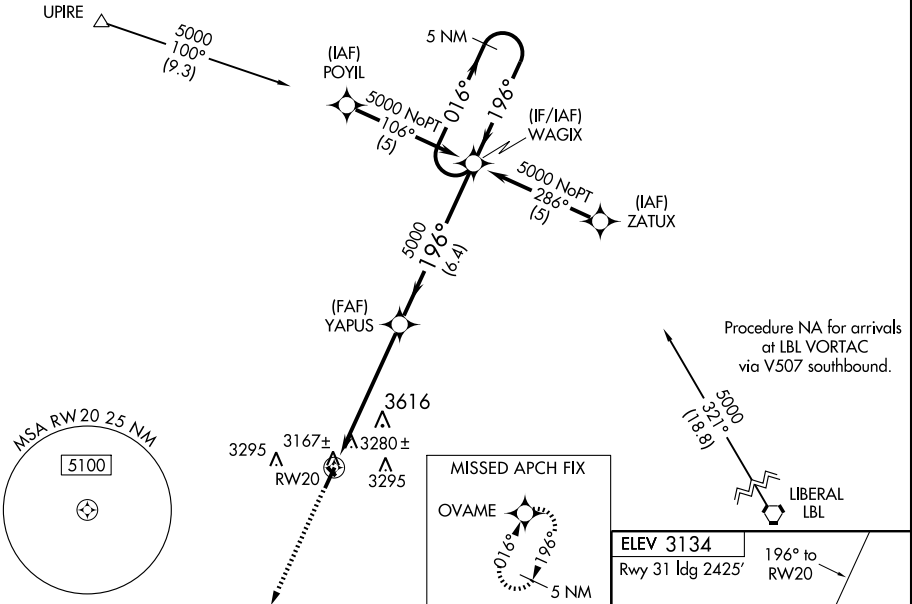
NA BARO-VNAV NA when using Liberal altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and MDAs 100 feet. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 5000
direct OVAME and hold.

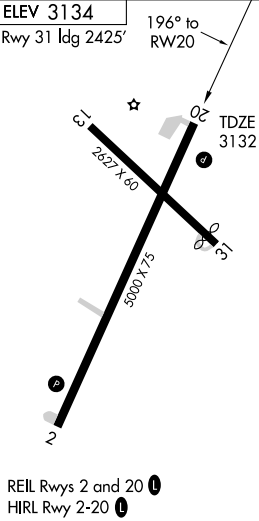
AWOS-3
118.6

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	3382-1 250 (300-1)			NA
LNAV/VNAV DA	3437-1 305 (400-1)			NA
LNAV MDA	3860-1 728 (800-1)	3860-2 728 (800-2)		NA
CIRCLING	3860-1 726 (800-1)	3860-2 726 (800-2)		NA

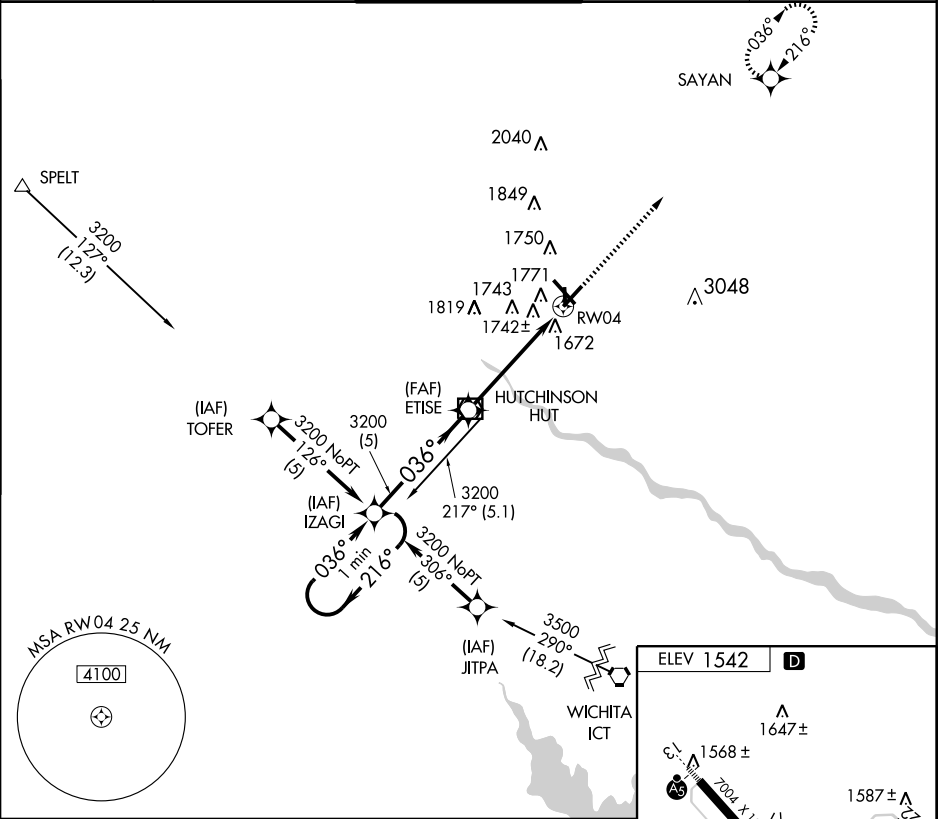


APP CRS	Rwy Idg	5600
036°	TDZE	1518
	Apt Elev	1542

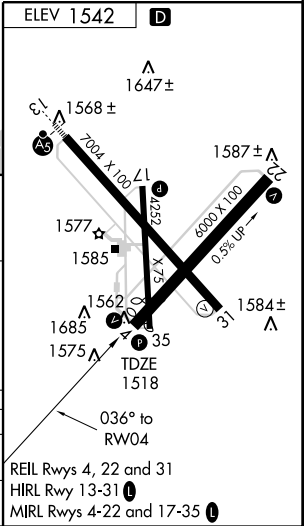
GPS RWY 4
HUTCHINSON MUNI (HUT)

▼ ▲ NA	MISSED APPROACH: Climb to 3200 direct SAYAN WP and hold.			
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ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-4	2000-1	482 (500-1)	2000-1 ¼ 482 (500-1 ¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1 ½ 538 (600-1 ½)	NA

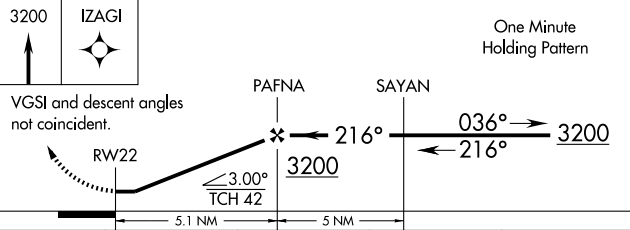
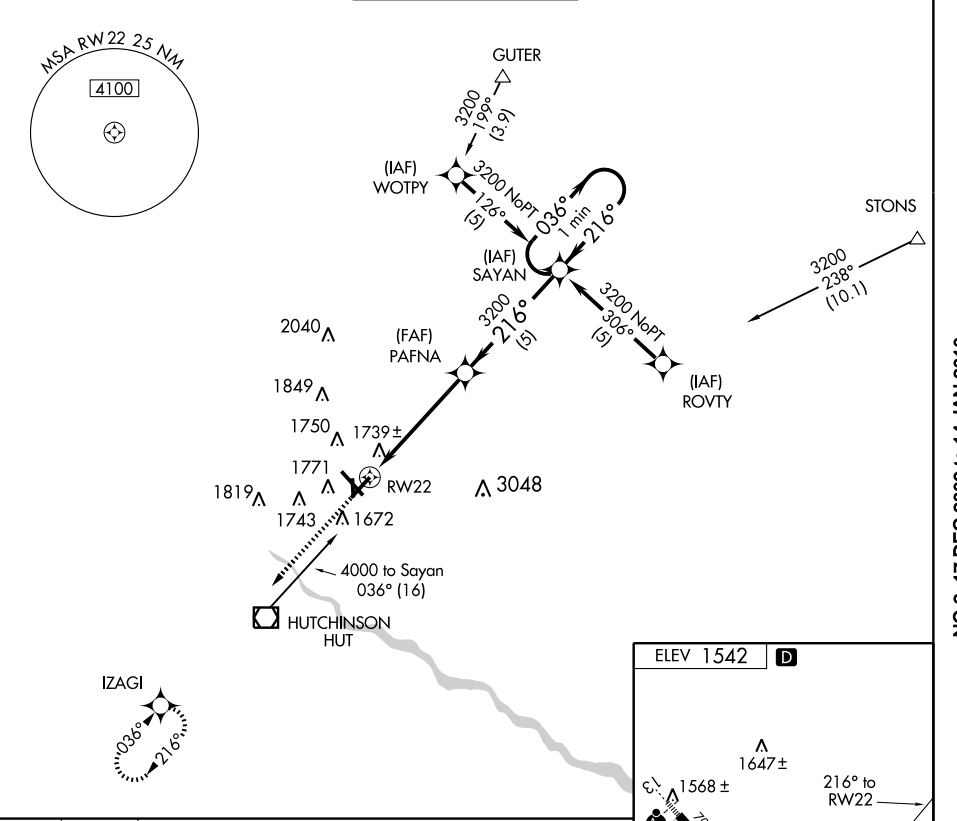


▽

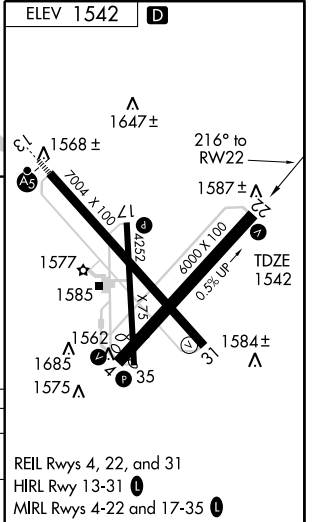
▲ NA

MISSED APPROACH: Climb to 3200 direct IZAGI WP and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	2000-1 458 (500-1)		2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA



NC-2: 17 DEC 2009 to 14 JAN 2010

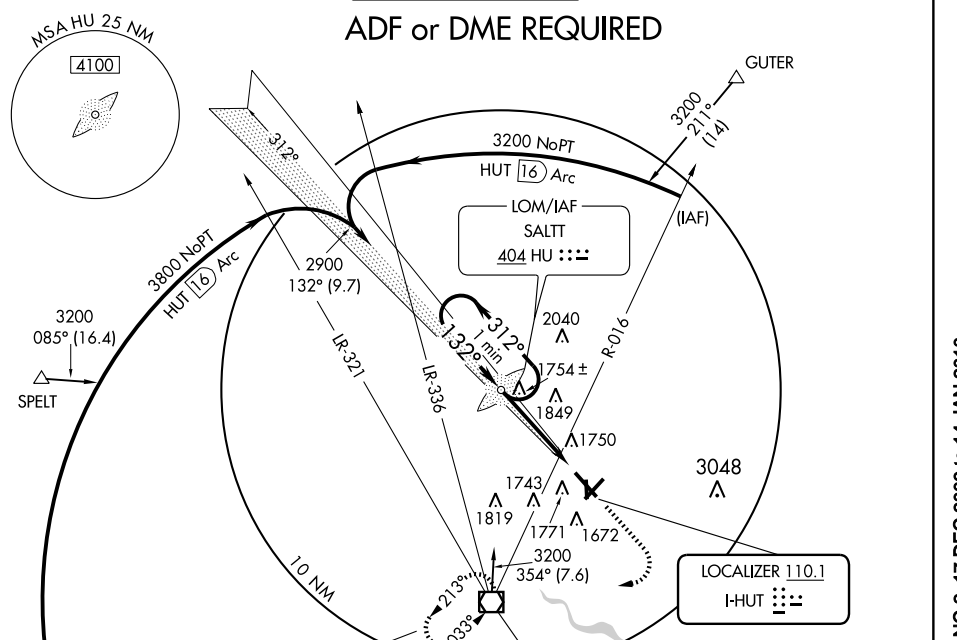
▼

▲

MALSR

MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern

LOM 2849

3200 ← 312° 132° → 2900

GS 3.00° TCH 47

4 NM

ELEV 1542 D

132° 4 NM from FAF

1588± 1647±

1568±

1577 1585

1562 1575

1685 1575

1584±

7004 X 100

6000 X 100

0.3% UP

REIL Rwy 4, 22 and 31

HIRL Rwy 13-31

MIRL Rwy 4-22 and 17-35

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 13	1724/24 200 (200-½)			NA
S-LOC 13	2000/24 476 (500-½)		2000/40 476 (500-¾)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

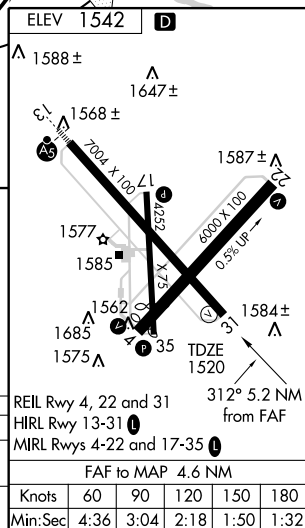
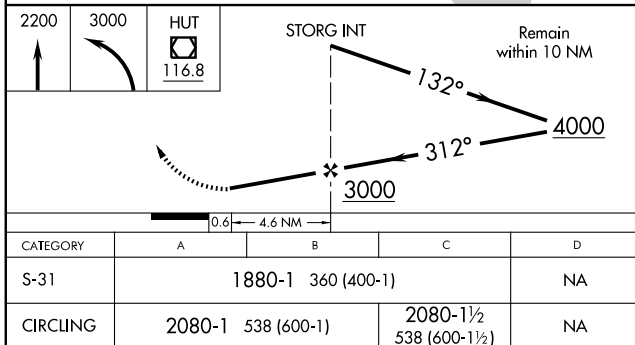
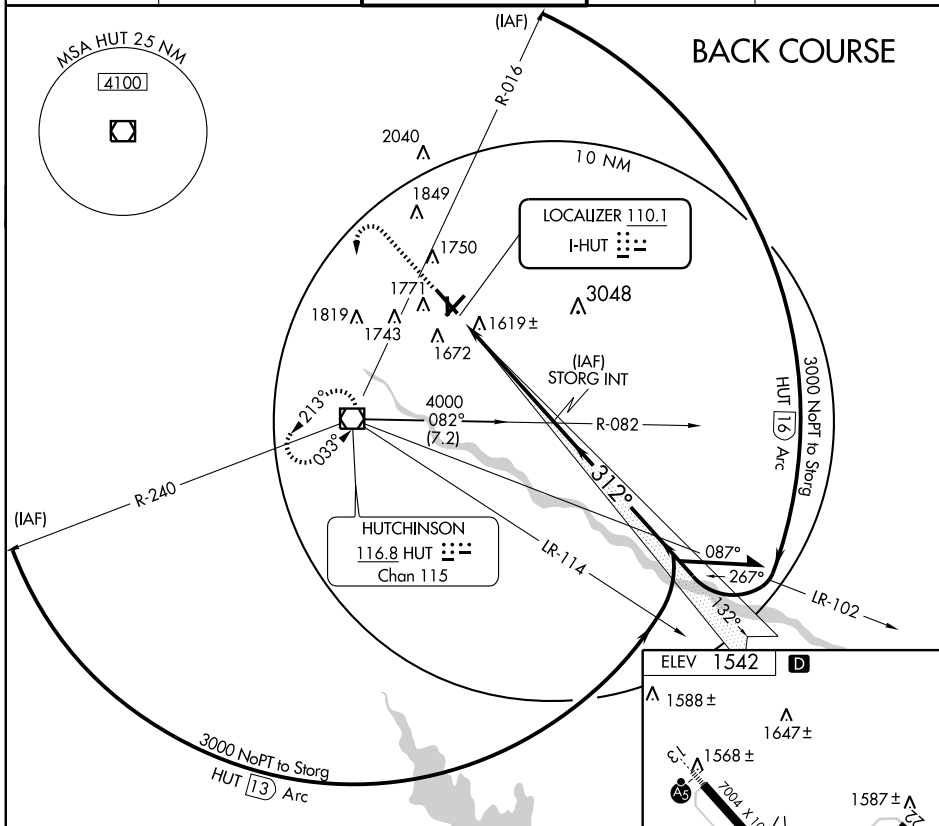
NC-2: 17 DEC 2009 to 14 JAN 2010

LOC I-HUT 110.1	APP CRS 312°	Rwy Idg TDZE Apt Elev	7004 1520 1542
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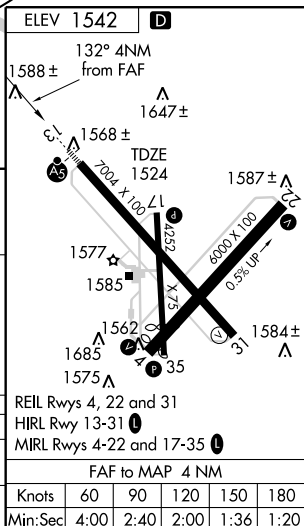
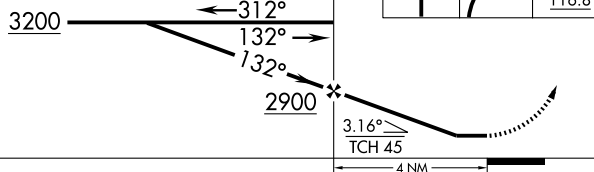
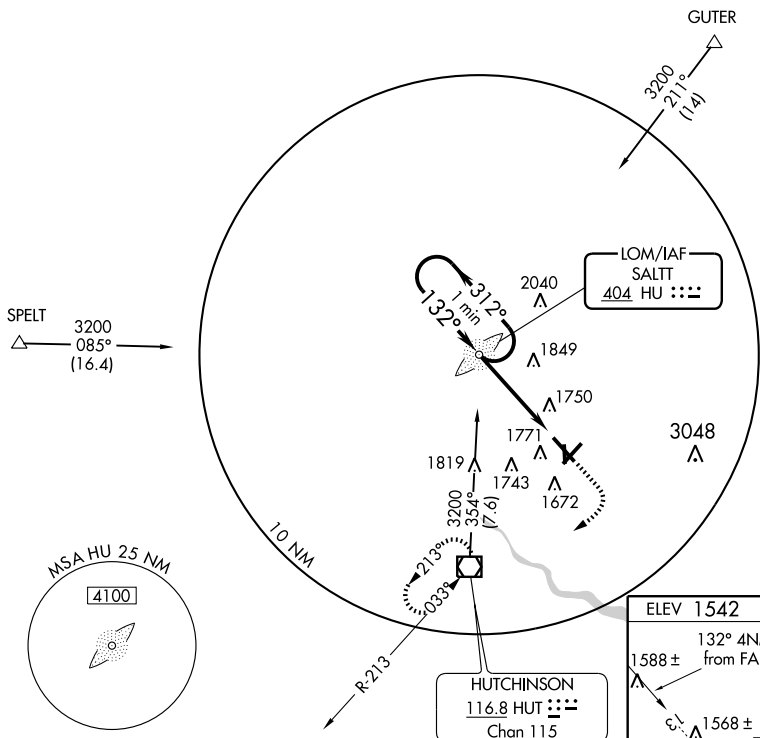
LOC BC RWY 31

HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.			
ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9
		UNICOM 122.95	




MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

UNICOM
122.95

WAAS	APP CRS	Rwy Idg	7004
CH 50210	132°	TDZE	1525
W13A		Apt Elev	1543

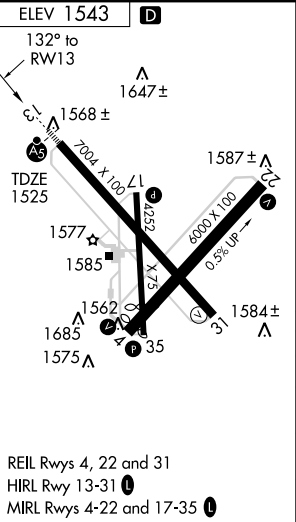
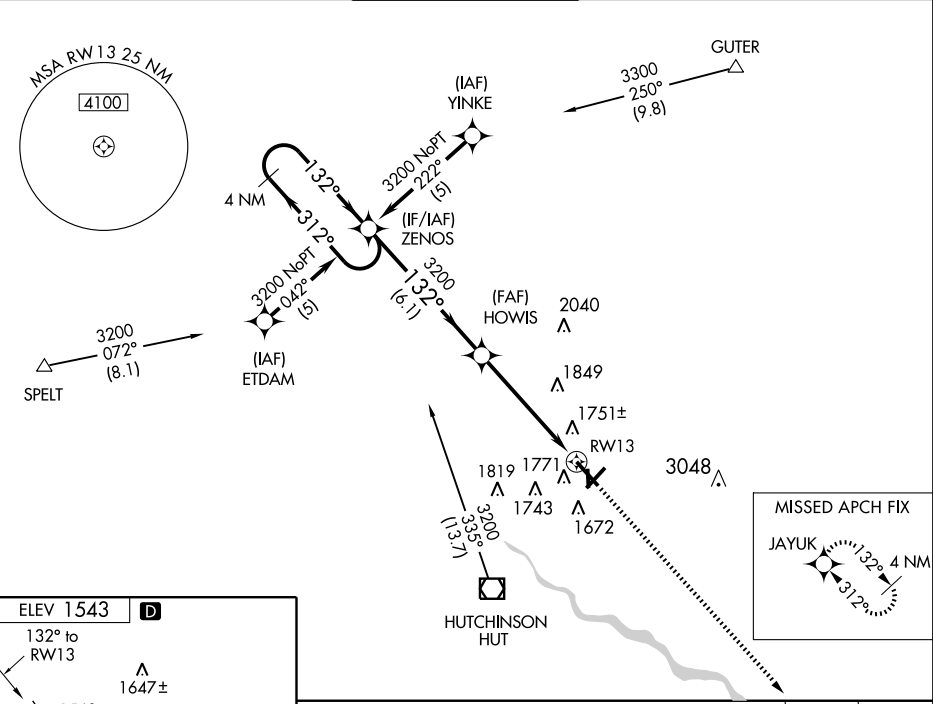
▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Newton altimeter setting and increase all DA 66 feet, and all MDA 80 feet, LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all cats ¼ mile, and circling visibility Cat C ¼ mile. For inoperative MALSR increase LPV visibility to 1¼ mile all Cats; when using Newton altimeter setting, increase LPV visibility to 1½ mile all Cats, inoperative table does not apply to LNAV/VNAV.

MALSR



MISSED APPROACH:
Climb to 3500 direct JAYUK and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) 363.0	121.9	122.95



4 NM Holding Pattern				3500	JAYUK
				*1.5 NM to RW13 *LNAV only	
CATEGORY	A	B	C	D	
LPV DA	1856/40	331 (400-¾)		NA	
LNAV/VNAV DA	2077-1½	552 (600-1½)		NA	
LNAV MDA	2040/24 515 (600-½)	2040/50 515 (600-1)		NA	
CIRCLING	2080-1 537 (600-1)	2080-1½ 537 (600-1½)		NA	

NC-2, 17 DEC 2009 to 14 JAN 2010

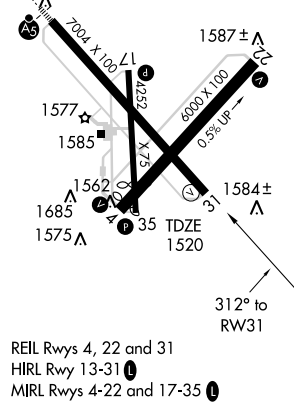
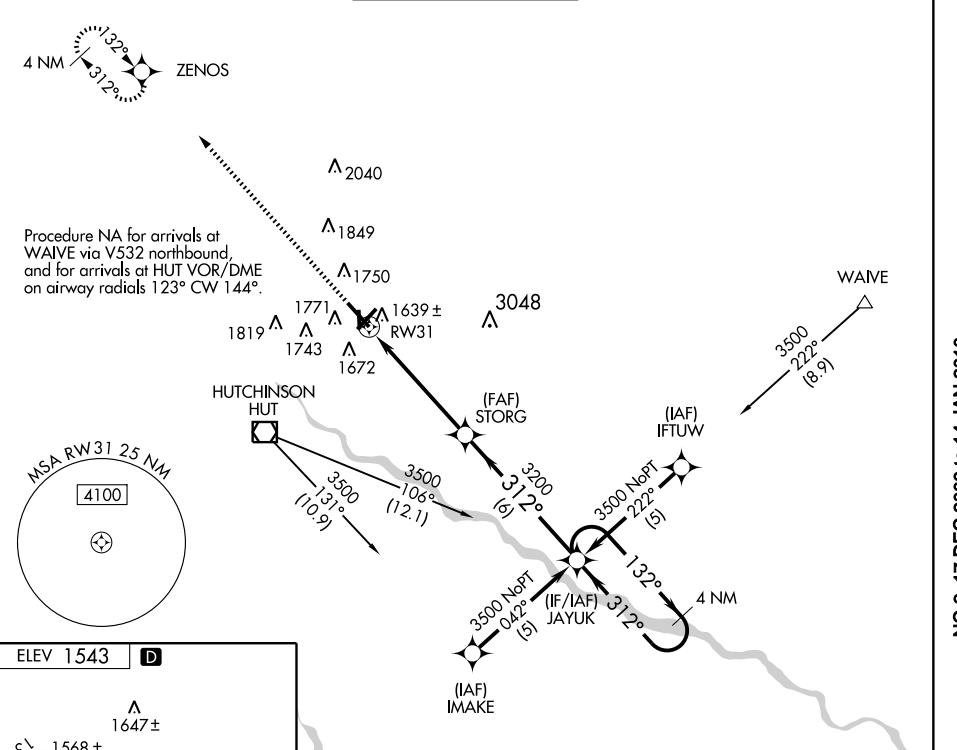
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newton altimeter setting and increase all MDA 80 feet and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZENOS and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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3200 ZENOS				
4 NM Holding Pattern				
RW31				
STORG				
JAYUK				
132° 3500				
312° 3200				
5.2 NM 6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1960-1 440 (500-1)		1960-1¼ 440 (500-1¼)	NA
CIRCLING	2080-1 537 (600-1)		2080-1½ 537 (600-1½)	NA

AL-200 (FAA)

VOR/DME HUT 116.8 Chan 115	APP CRS 213°	Rwy Idg 6000 TDZE 1542 Apt Elev 1542
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VOR/DME RWY 22
HUTCHINSON MUNI (HUT)



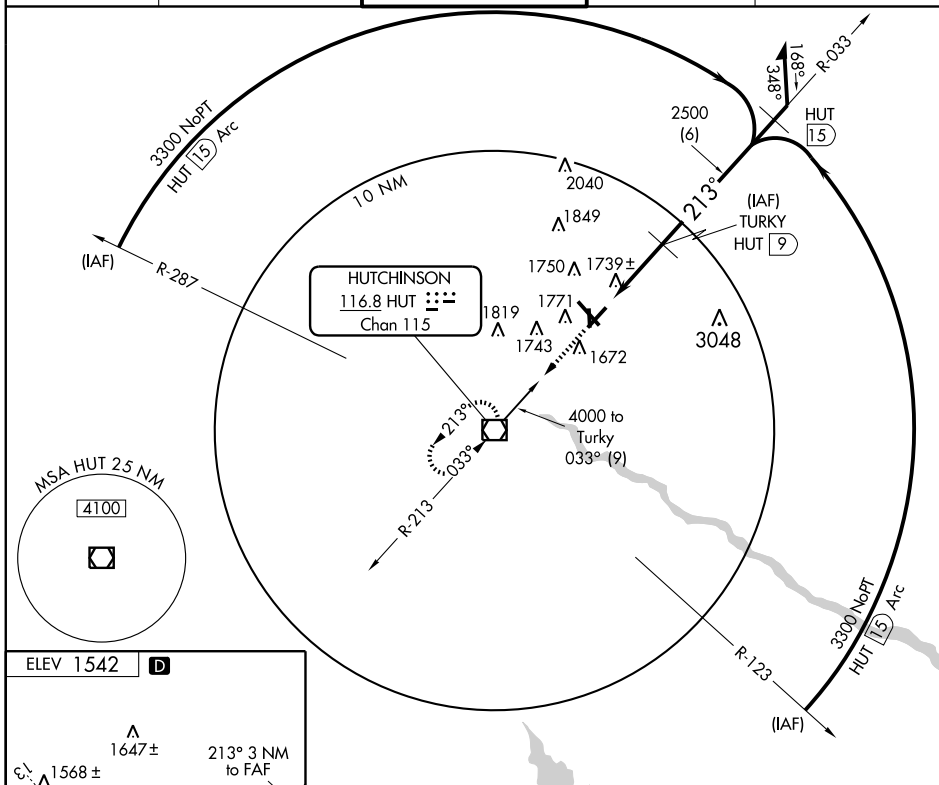
MISSED APPROACH: Climb to 3000 direct
HUT VOR/DME and hold.

ATIS
124.25

WICHITA APP CON
125.5 306.2

HUTCHINSON TOWER ★
118.5 (CTAF)  363.0

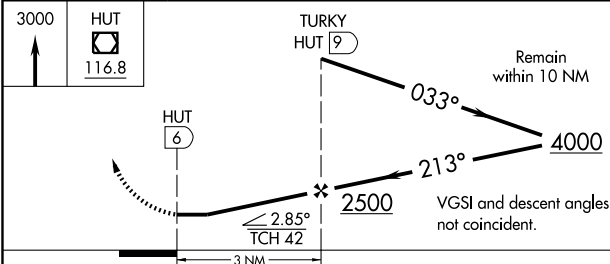
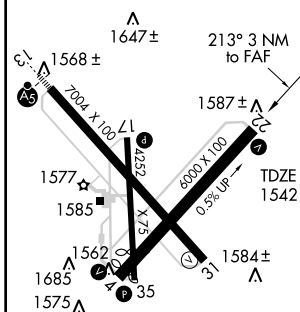
GND CON
121.9

UNICOM
122.95

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1542

D



REIL Rwy 4, 22 and 31

HIRL Rwy 13-31 **L**

MIRL Rwy 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1½ 458 (500-1½)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

VOR/DME HUT <u>116.8</u> Chan 115	APP CRS 033°	Rwy Idg 5600 TDZE 1518 Apt Elev 1542
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VOR RWY 4
HUTCHINSON MUNI (HUT)



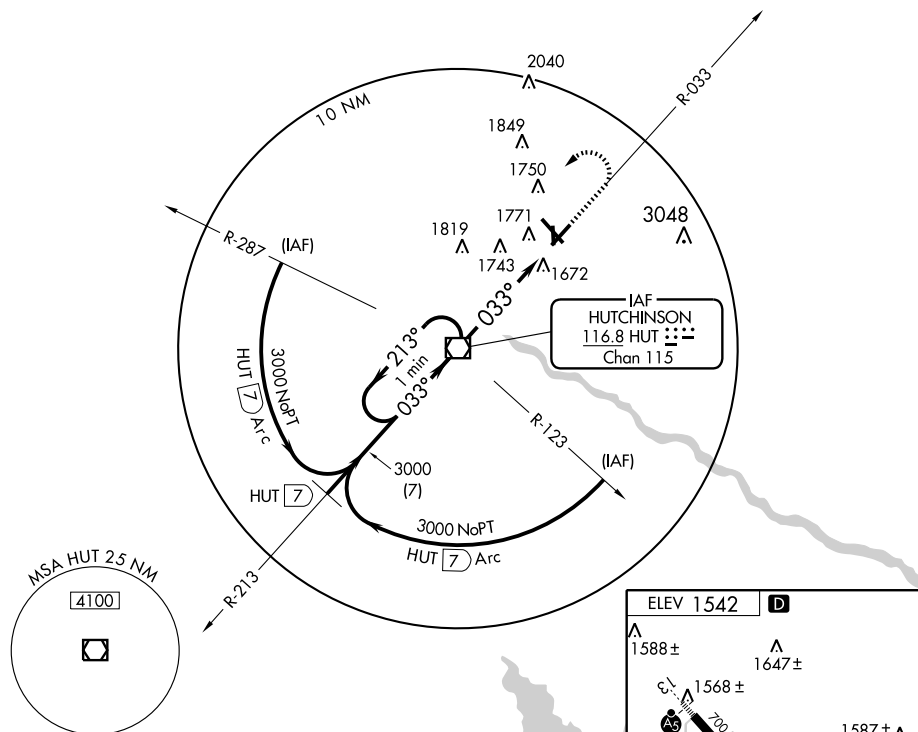
MISSED APPROACH: Climb to 4000 via HUT R-033 then left turn direct HUT VOR/DME and hold.

ATIS
124.25

WICHITA APP CON
125.5 306.2

HUTCHINSON TOWER ★
118.5 (CTAF) 363.0

GND CON
121.9

UNICOM
122.95

One Minute Holding Pattern

VOR/DME

4000
↑
HUT R-033

HUT

116.8

$$\begin{array}{r} \underline{3000} \quad \leftarrow 213^\circ \\ \quad \quad \quad 033^\circ \end{array}$$

HUT
3.6

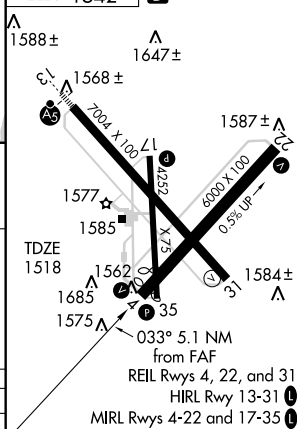
A diagram of a double-stranded DNA molecule. It consists of two parallel horizontal lines representing the sugar-phosphate backbones. The distance between these two lines is labeled as 1.5 nm. The total length of the molecule is indicated by a horizontal arrow below the left strand, labeled as 3.6 nm.

CATEGORY	A	B	C	D
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S-4	2040-1 522 (500-1)	2040-1 1/2	NA
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CIRCUIT	0000-1 500 (100-1)	2080-1½	NA
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ELEV 1542



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

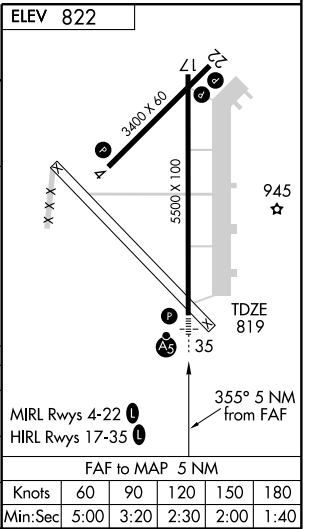
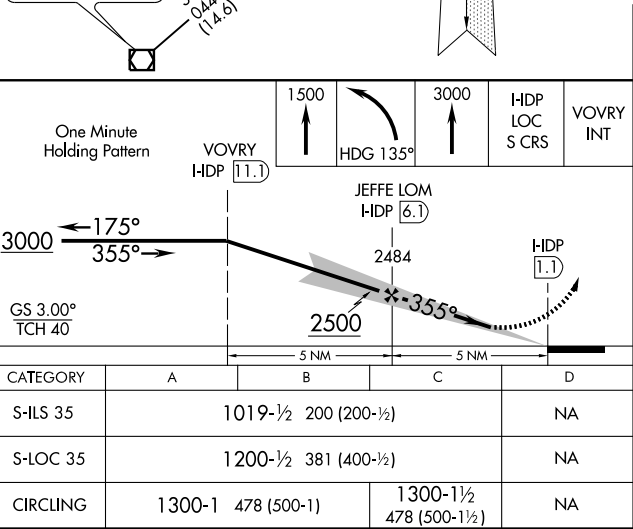
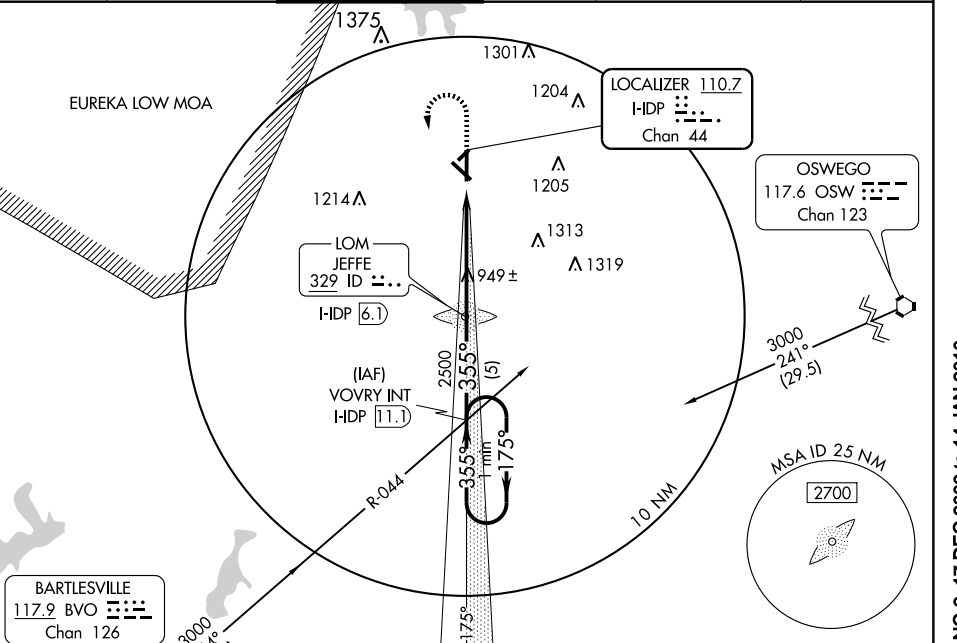
LOC/DME I-IDP	APP CRS	Rwy Idg	5500
110.7	355°	TDZE	819
Chan 44		Apt Elev	822

NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn heading 135° to 3000 intercept I-DP LOC S course to VOVRY Int and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) 0	119.225	121.65 (When tower closed)	122.95



LOM ID	APP CRS	Rwy Idg	5500
<u>329</u>	356°	TDZE	821
		Apt Elev	822

NDB RWY 35
INDEPENDENCE MUNI (IDP)



MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct JEFFE LOM and hold.

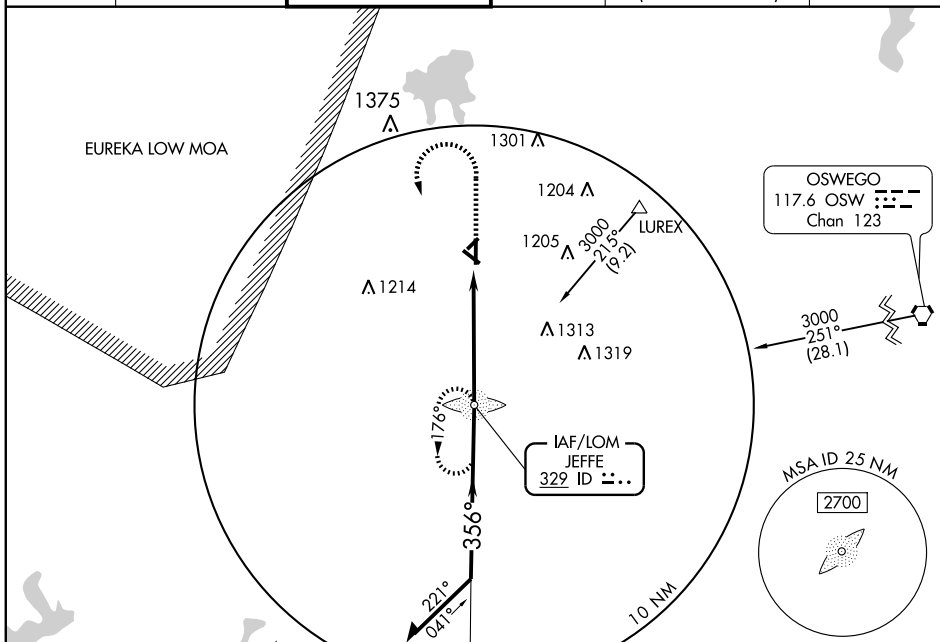
AWOS-3
118.525

KANSAS CITY CENTER
132.9 279.5

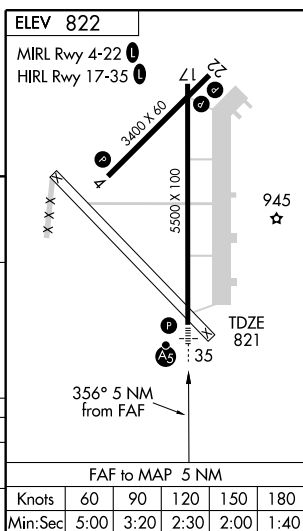
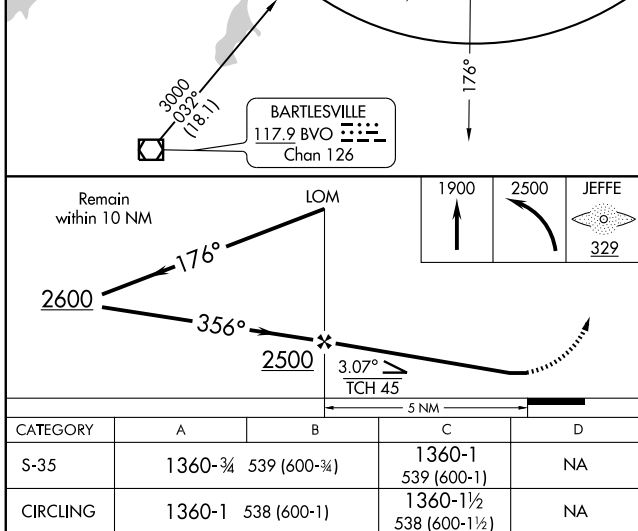
INDEPENDENCE TOWER ★
126.075 (CTAF) L

GND CON
119.225

KANSAS CITY CLNC DEL
121.65
(When tower closed)

UNICOM
122.95

NC-2 17 DEC 2009 to 14 JAN 2010



APP CRS	Rwy Idg	5500
175°	TDZE	821
	Apt Elev	825

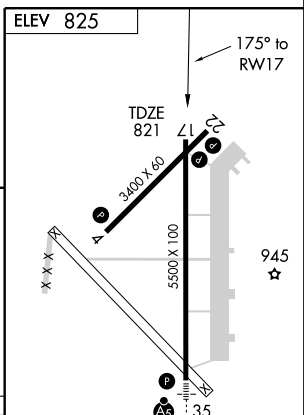
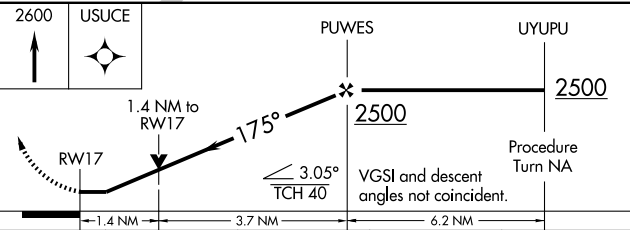
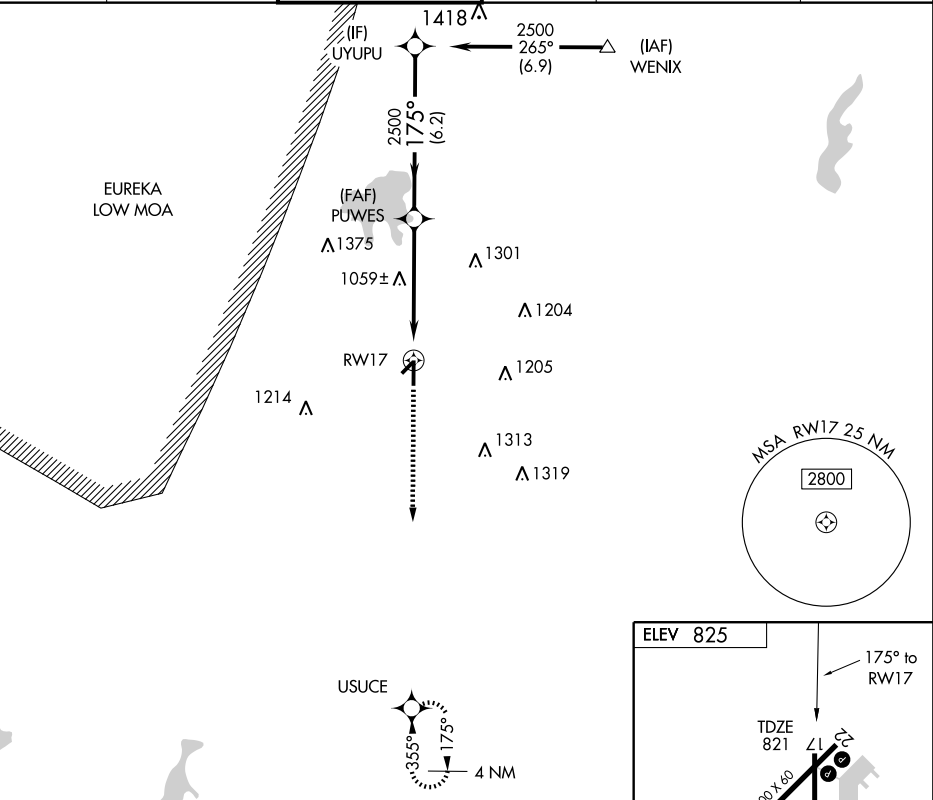
RNAV (GPS) RWY 17
INDEPENDENCE MUNI (IDP)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

⚠ NA

MISSED APPROACH: Climb to 2600 direct USUCE and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	499 (500-1)	1320-1¼ 499 (500-1¼)	NA
CIRCLING	1320-1	495 (500-1)	1320-1½ 495 (500-1½)	NA

MIRL Rwy 4-22 0
HIRL Rwy 17-35 0

WAAS CH 53310 W35A	APP CRS 355°	Rwy Idg TDZE 821 Apt Elev 825
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RNAV (GPS) RWY 35
INDEPENDENCE MUNI (IDP)

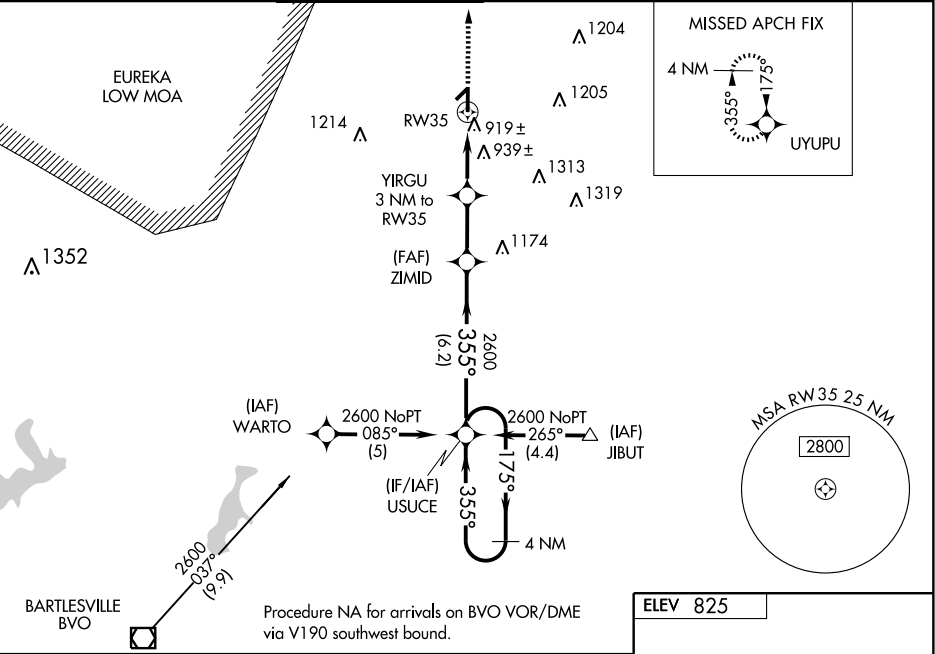
NA

For inoperative MALS, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C visibility ¼ mile.

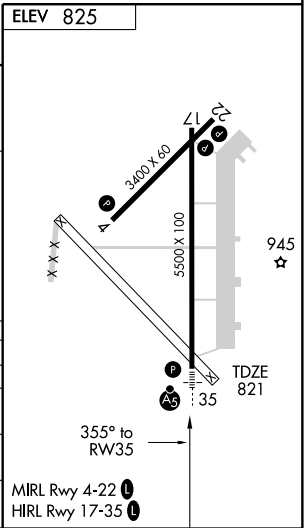
MALS

MISSED APPROACH: Climb to 2600 direct UYUPTU and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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VGSI and RNP glidepath not coincident.				
4 NM Holding Pattern				
USUCE ZIMID YIRGU 3 NM to RW35				
2600 175° 355° 2600 *1820 *1.1 NM to RW35 RW35				
GS 3.00° TCH 41				
6.2 NM 2.4 NM 2 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	1071-½	250 (300-½)		NA
LNAV/VNAV DA	1217-1	396 (400-1)		NA
LNAV MDA	1200-½	379 (400-½)		NA
CIRCLING	1300-1	475 (500-1)	1300-1½ 475 (500-1½)	NA

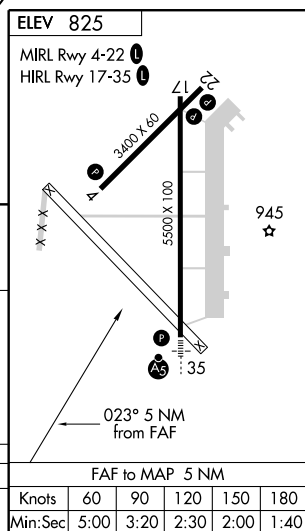
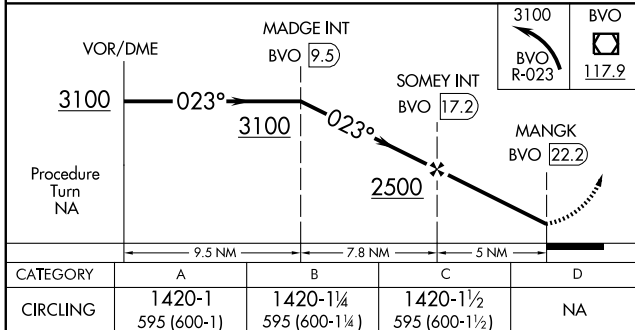
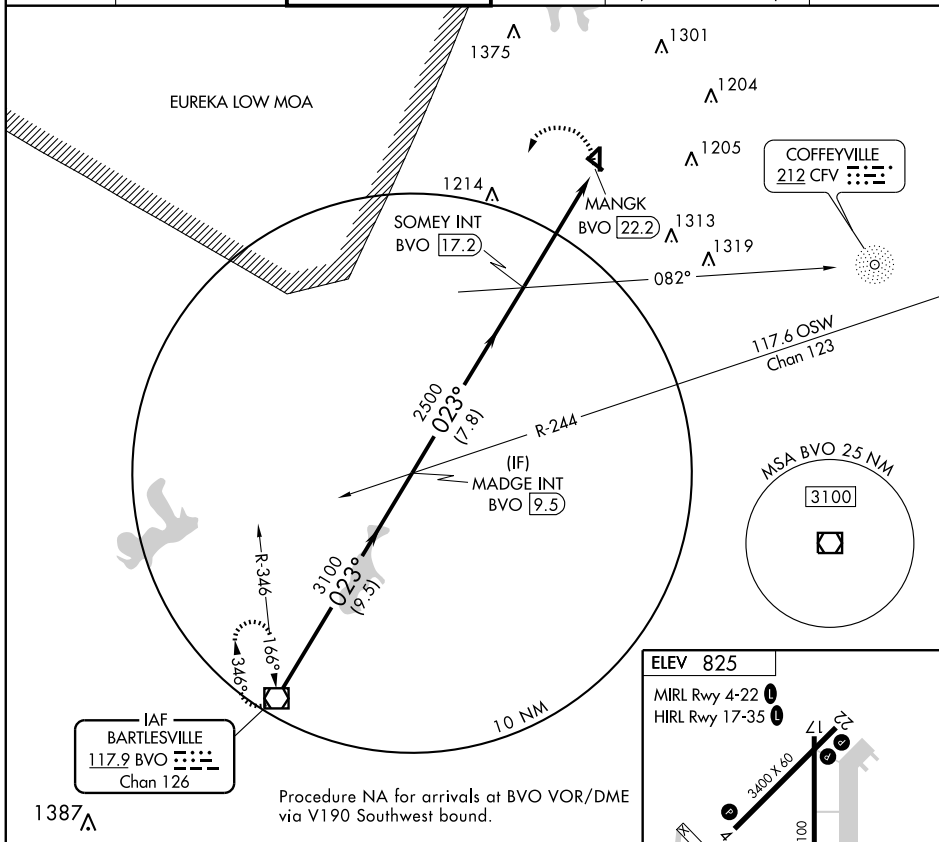


VOR/DME BVO 117.9 Chan 126	APP CRS 023°	Rwy Idg TDZE Apt Elev N/A 825
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ADF or DME REQUIRED. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet, and Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 3100 via BVO VOR/DME R-023 to BVO VOR/DME and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, Use Chanute altimeter setting and increase all MDA 40 feet, increase S-1 Cat C visibility ¼.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MSB NDB and hold.

AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	1500-1 487 (500-1)		1500-1¼ 487 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

CATEGORY	A	B	C	D
S-1	1500-1 487 (500-1)		1500-1¼ 487 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

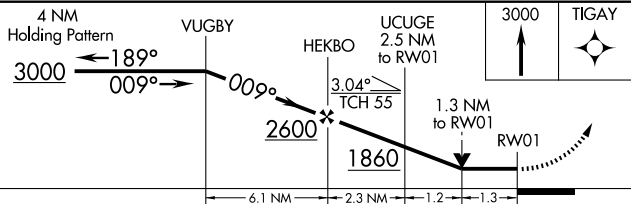
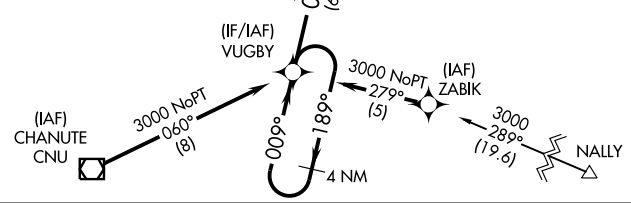
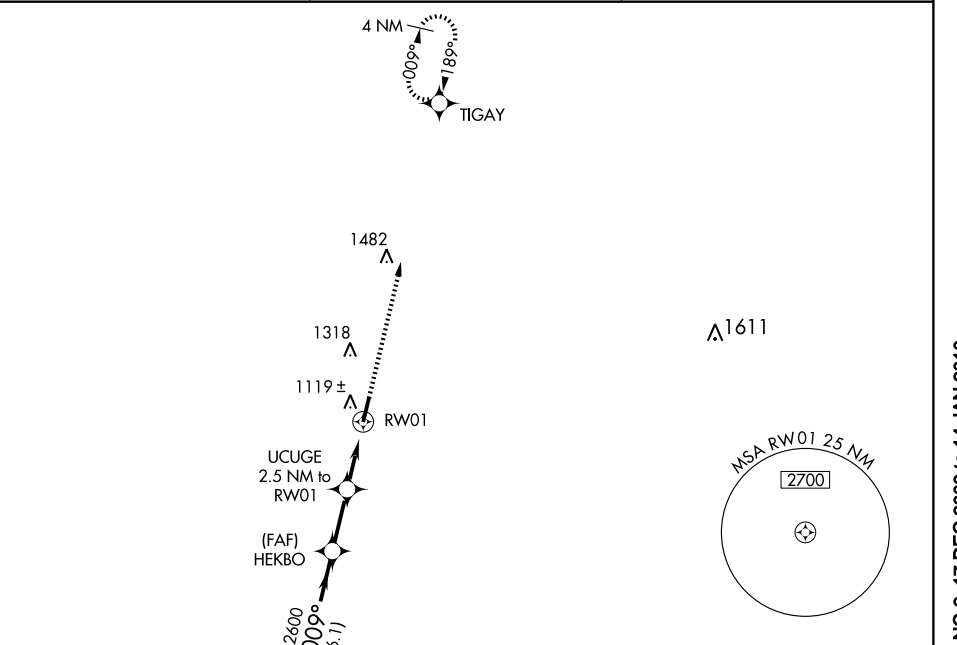
APP CRS	Rwy Idg	5500
009°	TDZE	1013
	Apt Elev	1015

RNAV (GPS) RWY 1

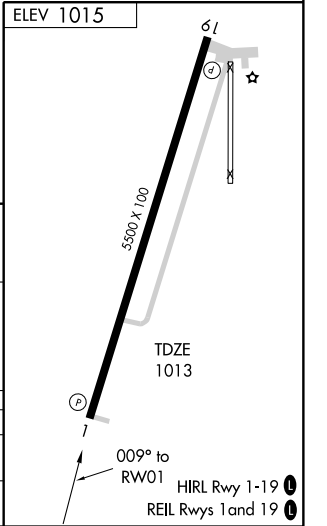
IOLA/ALLEN COUNTY (K88)

<div><div><div></div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet. VDP NA when using Chanute altimeter setting.</div>	MISSED APPROACH: Climb to 3000 direct TIGAY and hold.
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AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1460-1 447 (500-1)		1460-1¼ 447 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA



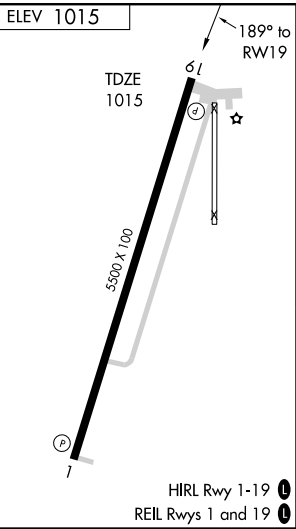
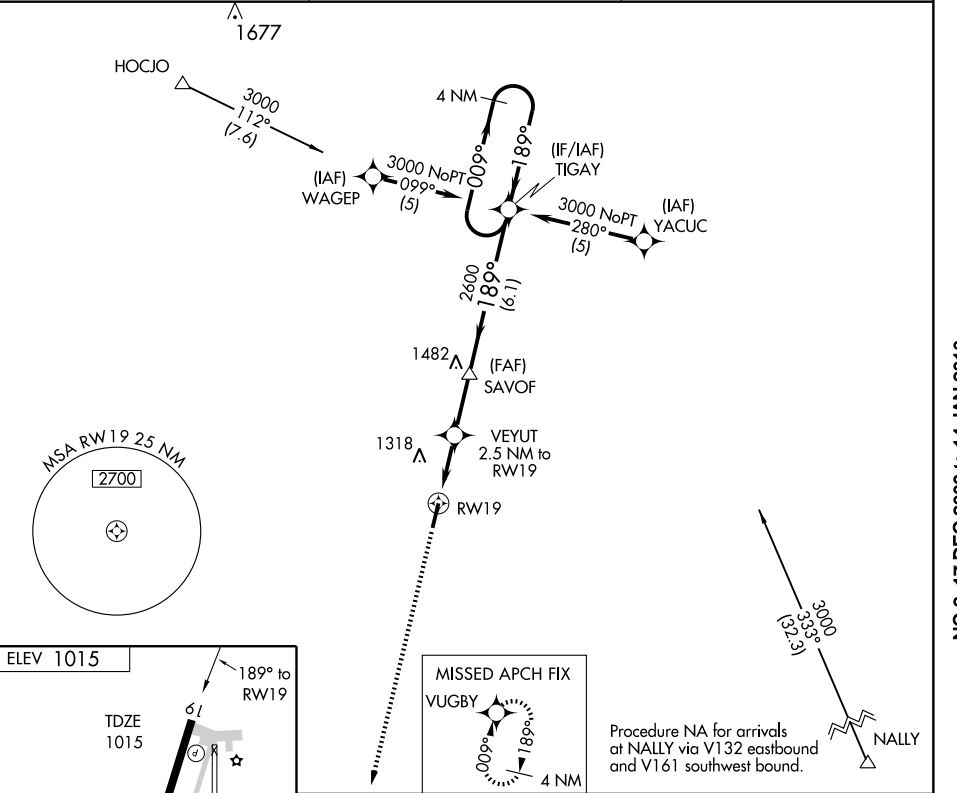
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct VUGBY and hold.

AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0
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3000	VUGBY	VEYUT 2.5 NM to RWY19	SAVOF	TIGAY	4 NM Holding Pattern
		3.04° TCH 52	1860	009° → 3000	← 189°
		2.5 NM	2.3 NM	6.1 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1460-1 445 (500-1)		1460-1¼ 445 (500-1¼)	NA	
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA	

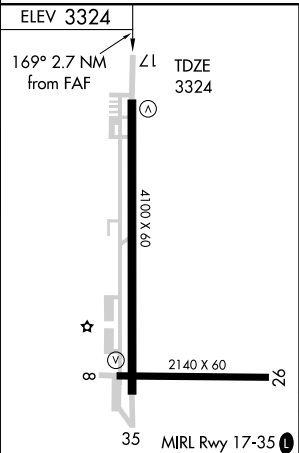
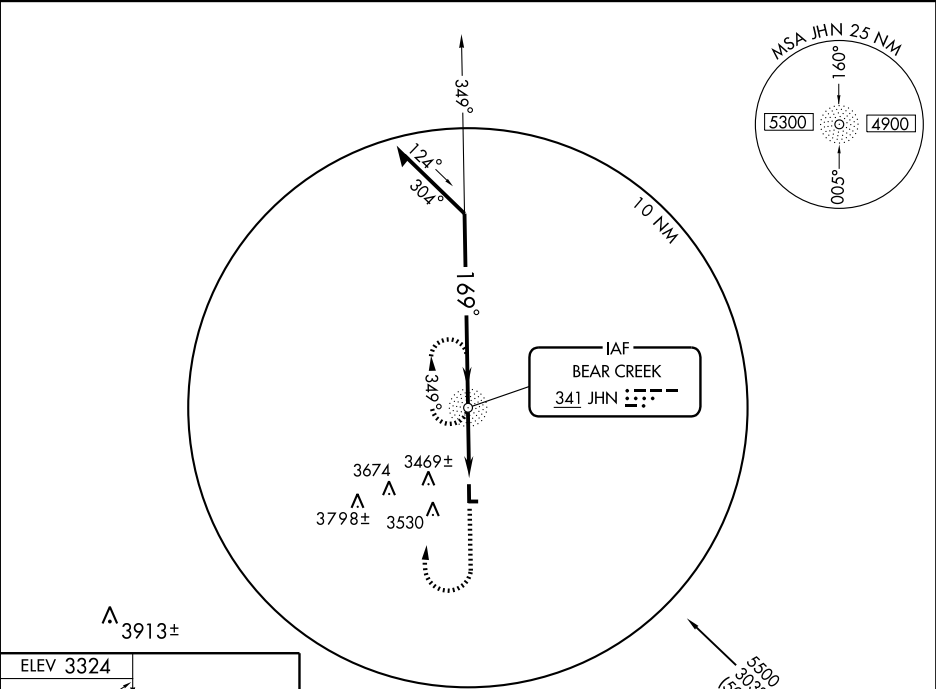
NDB RWY 17

JOHNSON/ STANTON COUNTY MUNI (2K3)

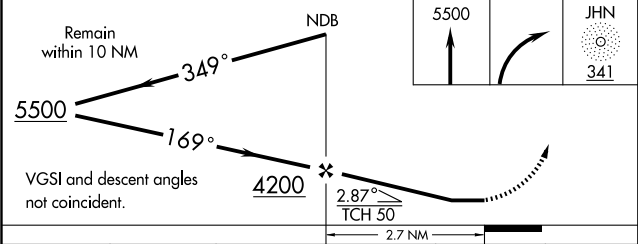
NDB JHN 341	APP CRS 169°	Rwy Idg TDZE Apt Elev	4100 3324 3324
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NA	If local altimeter setting not received, use Ulysses altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 5500 then right turn direct JHN NDB and hold.
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AWOS-3 124.175	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.8 (CTAF) 0
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FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

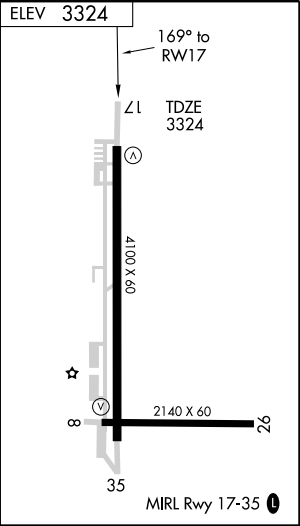
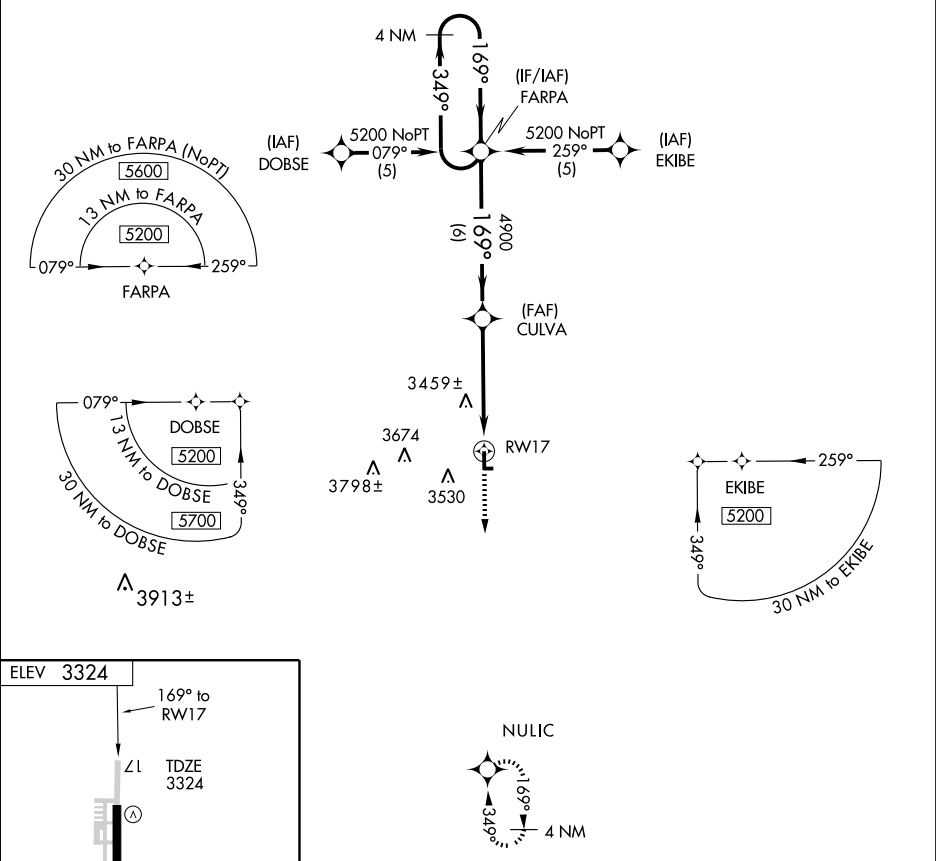


CATEGORY	A	B	C	D	E
S-17	3780-1	456 (500-1)	3780-1¼ 456 (500-1¼)	3780-1½ 456 (500-1½)	NA
CIRCLING	3780-1 456 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)	NA

APP CRS 169°	Rwy Idg 4100 TDZE 3324 Apt Elev 3324
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RNAV (GPS) RWY 17
JOHNSON/ STANTON COUNTY MUNI (2K3)

<div>▲ NA</div> <div>Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.</div>	<div>MISSED APPROACH: Climb to 5200 direct NULIC WP and hold.</div>	
<div>AWOS-3 124.175</div>	<div>KANSAS CITY CENTER 125.2 269.4</div>	<div>UNICOM 122.8 (CTAF) 0</div>



4 NM Holding Pattern	FARPA	*VDP NA with ULYSSES altimeter setting.	5200	NULIC
5200	349°	169°	169°	
VGSI and descent angles not coincident.		CULVA	*1.2 NM to RW17	RW17
	4900	3.04°	TCH 45	
	6 NM	3.6 NM	1.2	
CATEGORY	A	B	C	D
LNAV MDA	3720-1	396 (400-1)		3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

Rwy Idg	4100
TDZE	3324
Apt Elev	3324

RNAV (GPS) RWY 35

JOHNSON/ STANTON COUNTY MUNI (2K3)

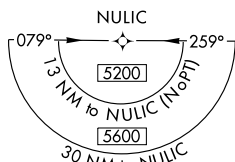
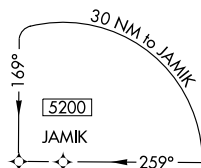
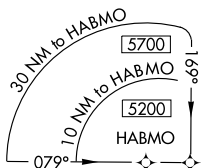
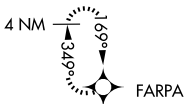
A NA

Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

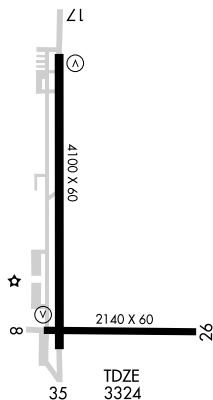
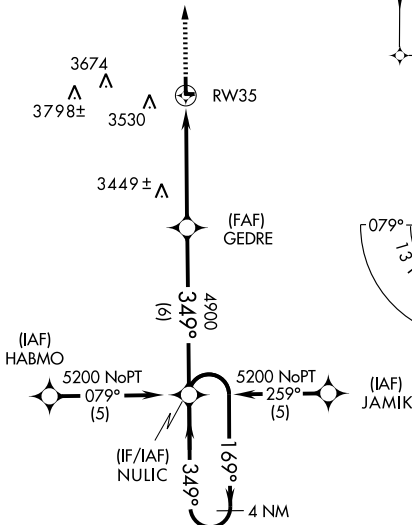
MISSED APPROACH: Climb to 5200
direct FARPA WP and hold.

AWOS-3
124,175

KANSAS CITY CENTER
125.2 269.4

UNICOM
122.8 (CTAF) **L** $^{A}_{3913\pm}$

ELEV 3324



349° to

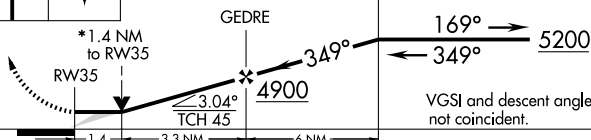
MIRL Rwy 17-35

5200



*VDP NA with ULYSSES altimeter setting.

4 NM
Holding Pattern



VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	3720-1 396 (400-1)			3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

NDB CVY
314

APP CRS
290°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
54	100	100
55	100	100
56	100	100
57	100	100
58	100	100
59	100	100
60	100	100
61	100	100
62	100	100
63	100	100
64	100	100
65	100	100
66	100	100
67	100	100
68	100	100
69	100	100
70	100	100
71	100	100
72	100	100
73	100	100
74	100	100
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85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
1101

NDB or GPS-B

JUNCTION CITY/FREEMAN FIELD (3JC)



Use Marshall AAF, KS altimeter setting.

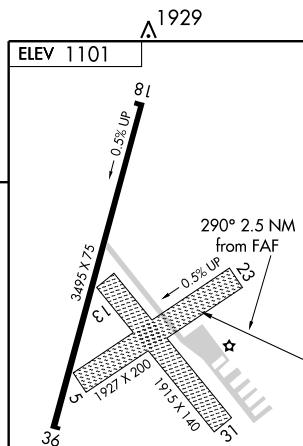
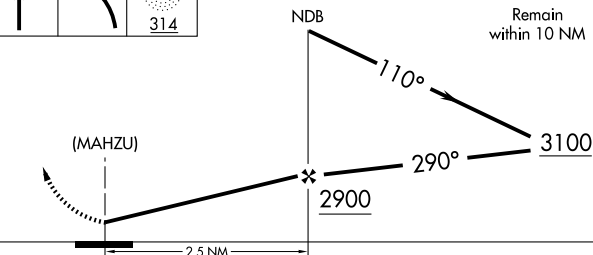
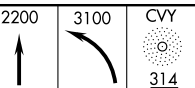
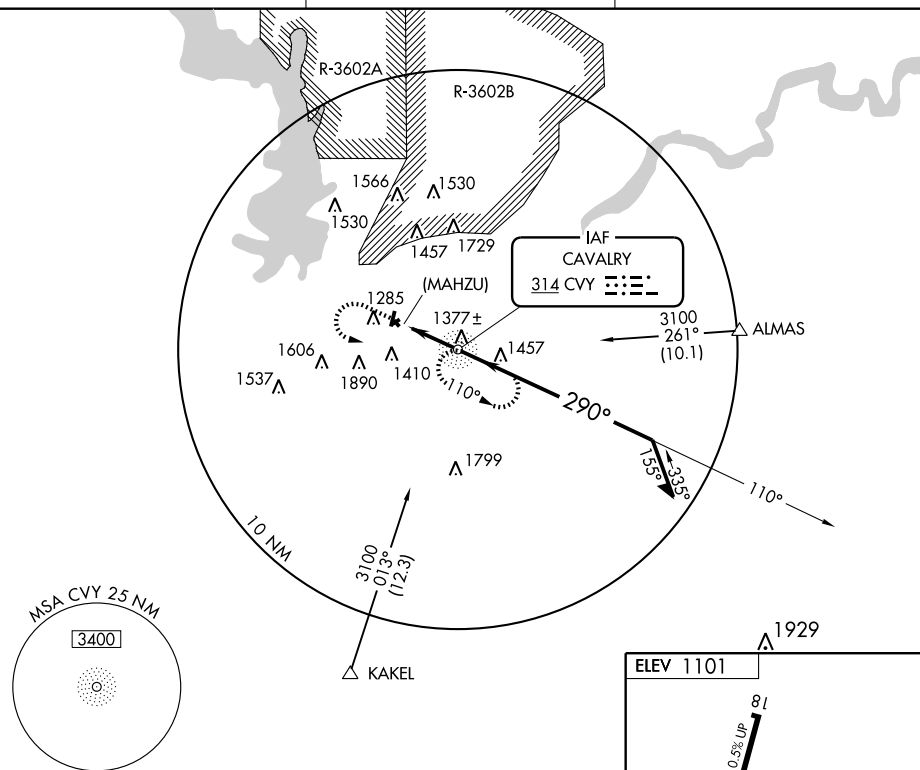



A NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 direct CVY NDB and hold.

MARSHALL AAF, KS ASOS
118.375

KANSAS CITY CENTER APP CON
127.35 257.975

UNICOM
122.8 (CTAF) 

MIRL Rwy 18-36 L

CATEGORY	A	B	C	D	FAF to MAP 2.5 NM					
CIRCLING	2140-1¼ 1039 (1100-1¼)	2140-1½ 1039 (1100-1½)	NA		Knots	60	90	120	150	180
					Min:Sec	2:30	1:40	1:15	1:00	0:50

APP CRS 355°	Rwy Idg TDZE Apt Elev	3495 1101 1101
------------------------	-----------------------------	---

RNAV (GPS) RWY 36

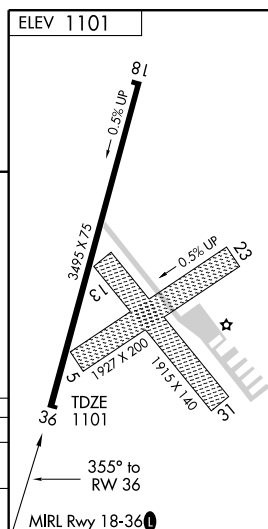
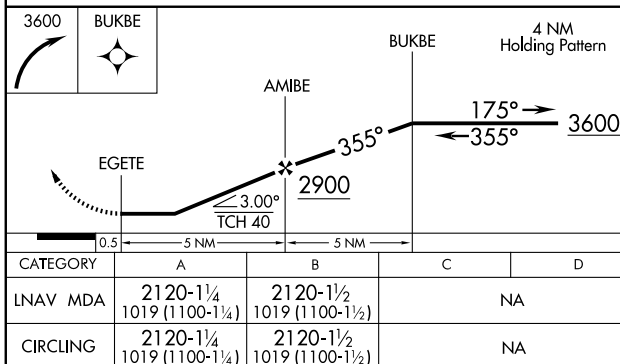
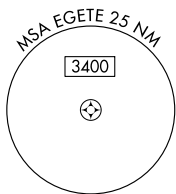
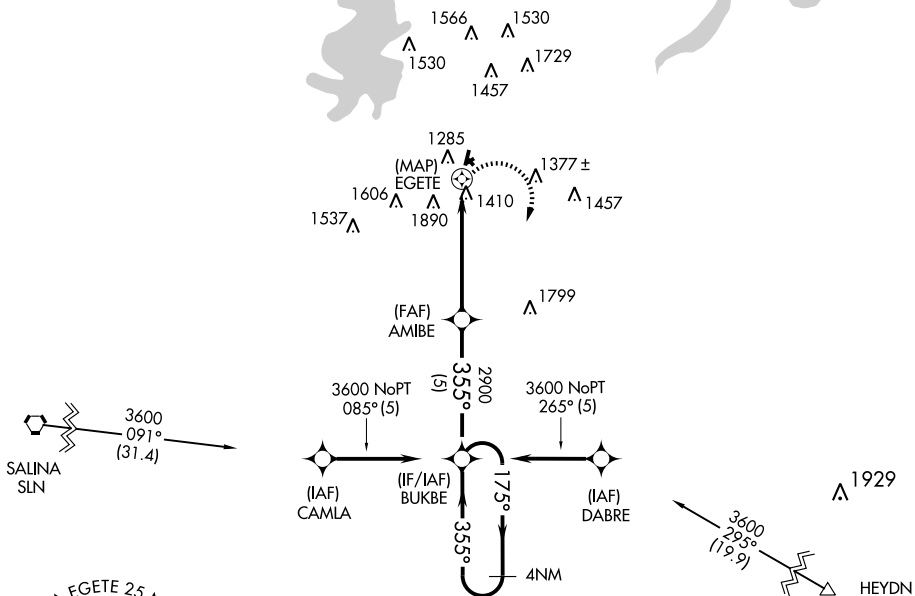
JUNCTION CITY/FREEMAN FIELD (3JC)

T	Use Marshall AAF, KS altimeter setting.
A NA	Circling not authorized west of runway 18/36. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

MARSHALL AAF, KS ASOS
118.375

KANSAS CITY CENTER APP CON
127.35 257.975

UNICOM
122.8 (CTAF) **L**

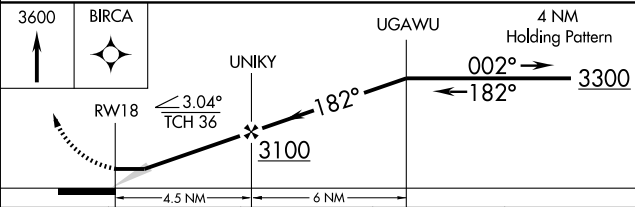
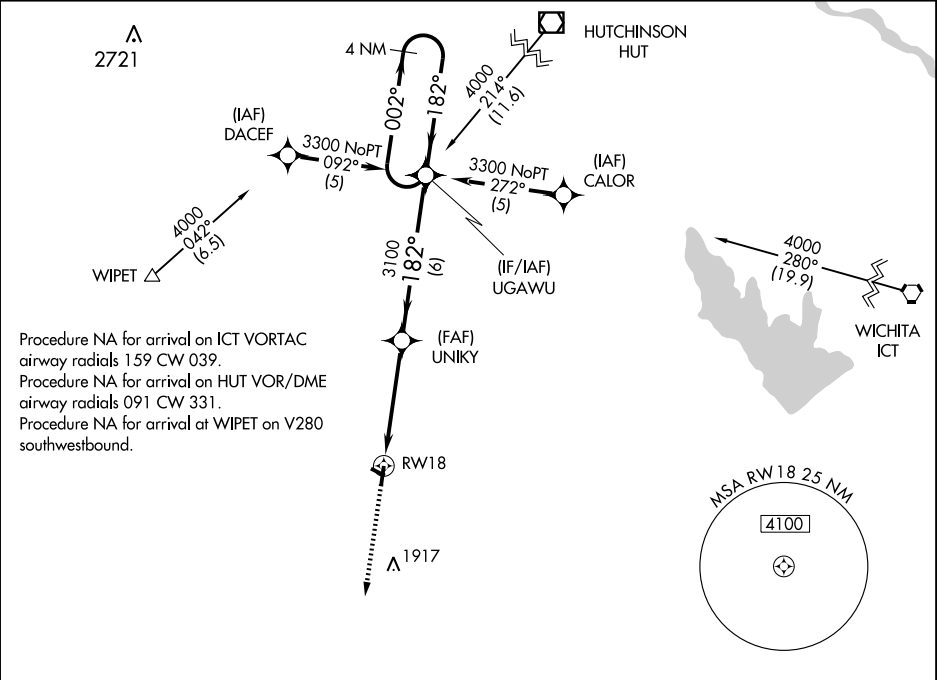
APP CRS	Rwy Idg	4300
182°	TDZE	1599
	Apt Elev	1605

RNAV(GPS) RWY 18

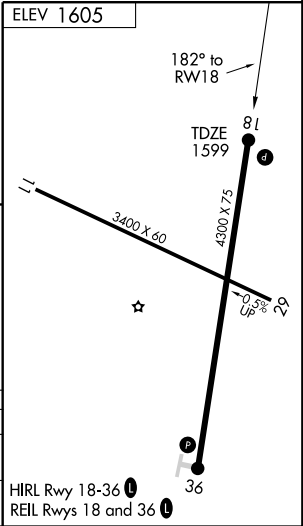
KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3600 direct BIRCA WP and hold.
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AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------	--------------------------



CATEGORY	A	B	C	D
RNAV MDA	2120-1	521 (600-1)	2120-1½ 521 (600-1½)	NA
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)	NA



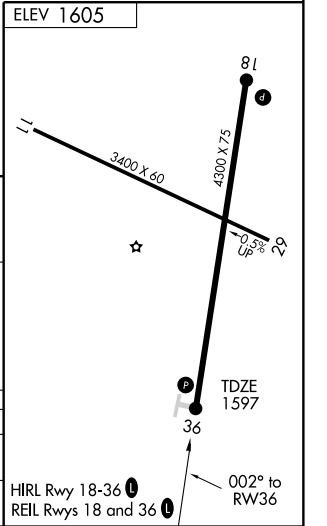
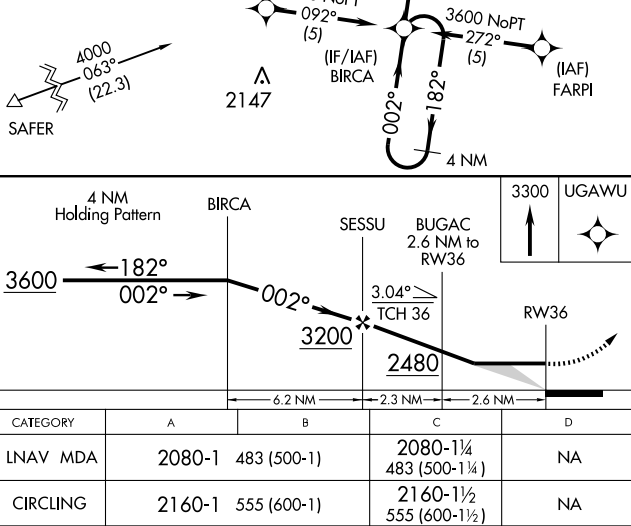
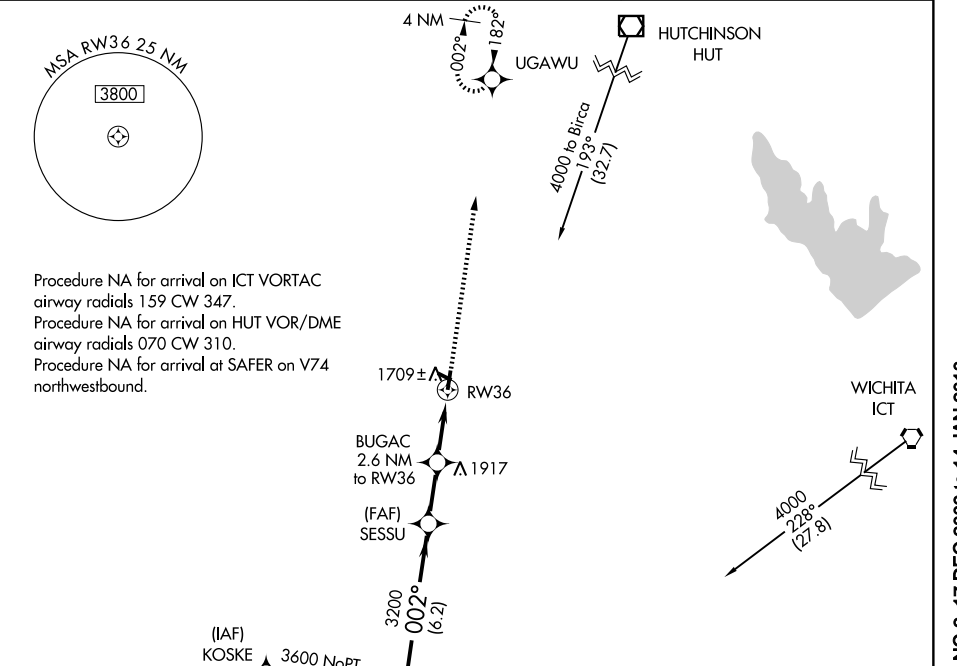
APP CRS	Rwy Idg	4300
002°	TDZE	1597
	Apt Elev	1605

⚠ NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Wichita Mid-Continent altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3300 direct UGAWU WP and hold.

AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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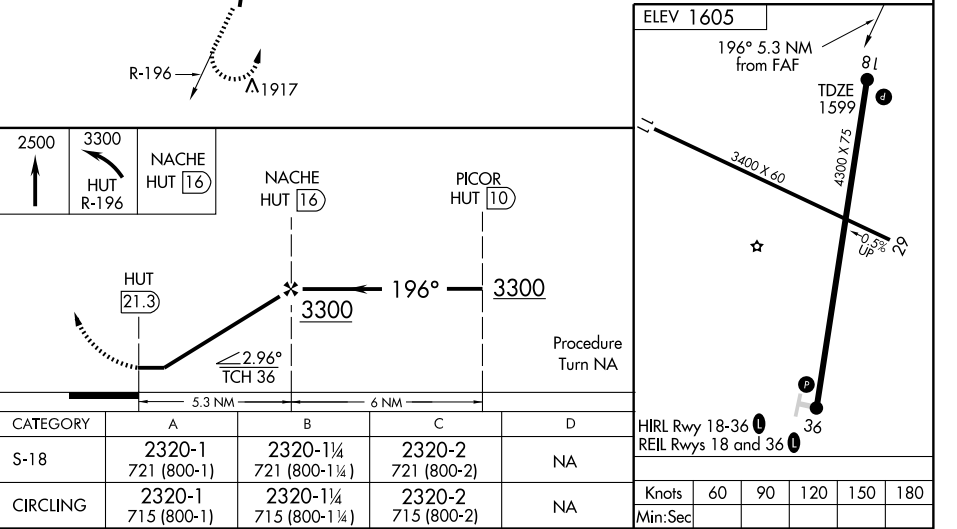
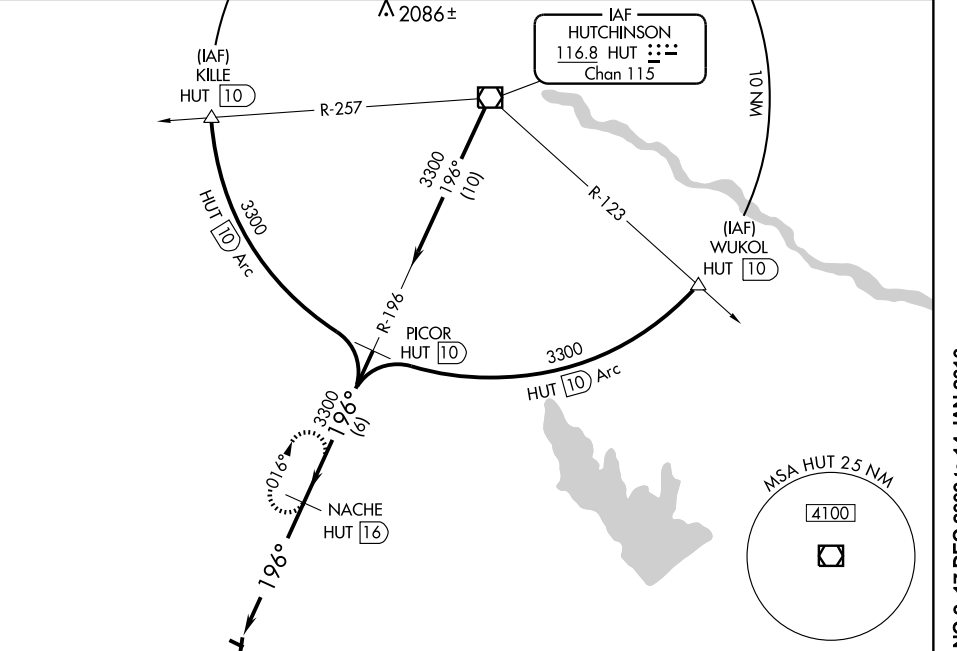
▲

NA

Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via HUT R-196 to NACHE/16 DME and hold.

AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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NDB LQR
296

APP CRS
175°

Rwy Idg	4202
TDZE	2011
Apt Elev	2011

NDB or GPS RWY 17
LARNED-PAWNEE COUNTY (LQR)

A NA

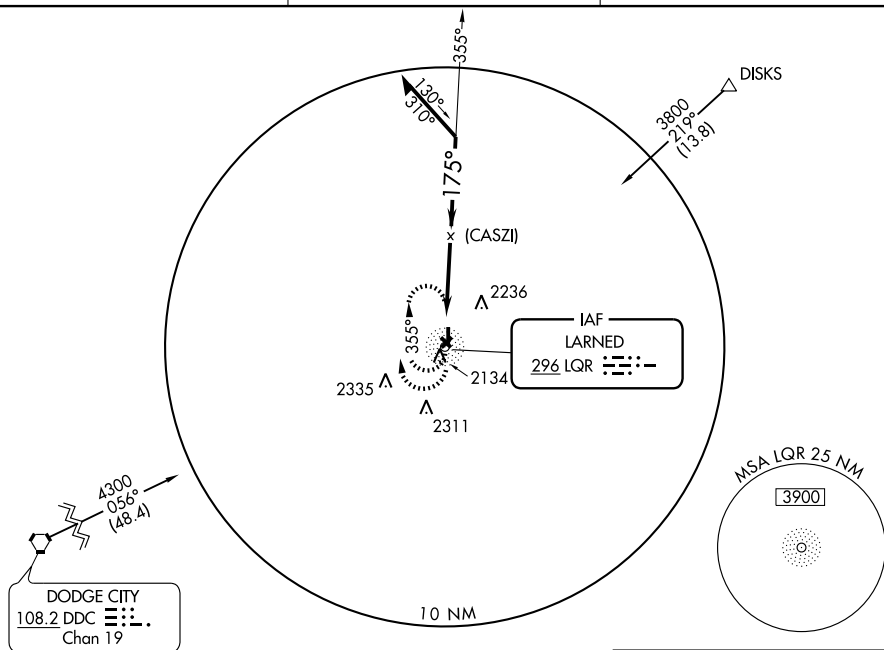
Use Russell altimeter setting.

MISSED APPROACH: Climbing right turn to 3800 in LQR NDB holding pattern.

AWOS-3
119.875

KANSAS CITY CENTER
124.4 322.4

UNICOM
122.8 (CTAF) **L**



NC-2. 17 DEC 2009 to 14 JAN 2010

2816

3800

LQR



296

NDB

Remain
within 10 NM

(CASZI)

800

— 4 NM —

CATEGORY	A	B	C	D
S-17	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA
CIRCLING	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA

ELEV 2011

TDZE
2011

175° to
LQR NDB

4202 X 75

REIL Rwy 17 and 35 **L**MIRL Rwy 17-35 **L**

LOC I-JZM <u>108.9</u>	APP CRS 329°	Rwy Idg 5700 TDZE 831 Apt Elev 833
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ILS or LOC RWY 33

T	When local altimeter setting not received, use
A	Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet.

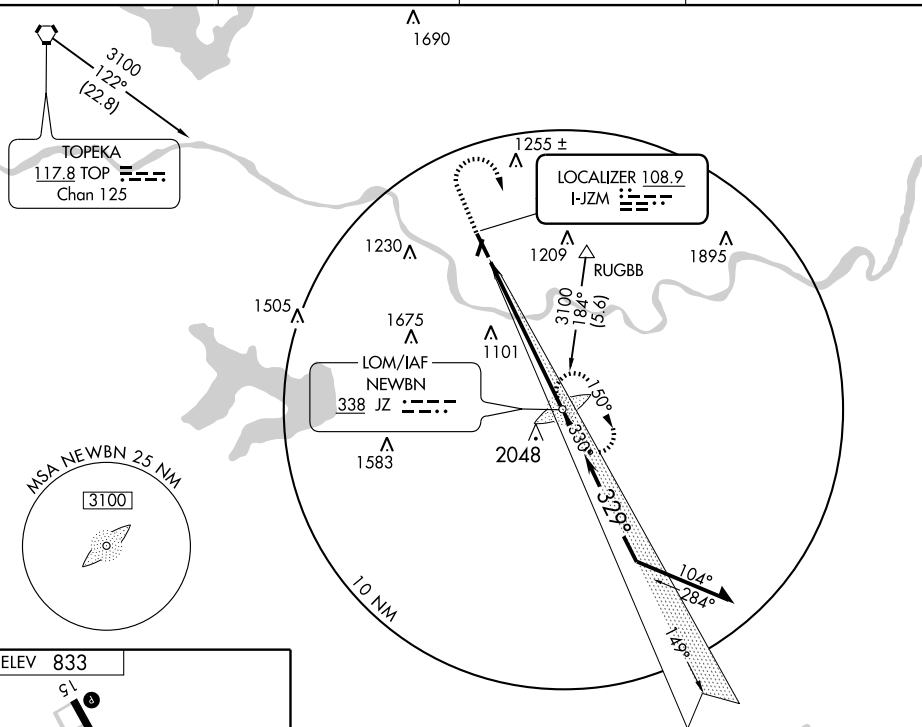
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct NEWBN LOM and hold.

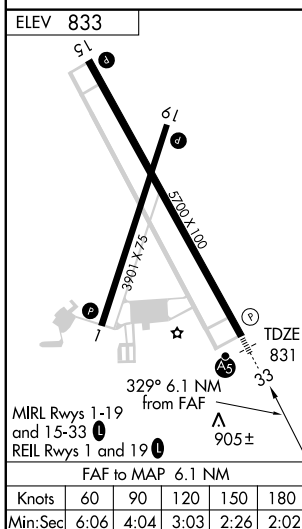
ASOS
121.225

KANSAS CITY CENTER
123.8 343.7

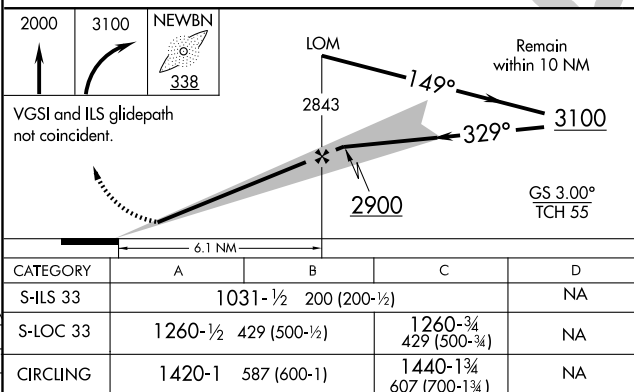
CLNC DEL
121.825

UNICOM
123.0 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010



ADF REQUIRED



APP CRS	Rwy Idg	5700
149°	TDZE	831
	Apt Elev	833

RNAV (GPS) RWY 15

LAWRENCE MUNI (LWC)

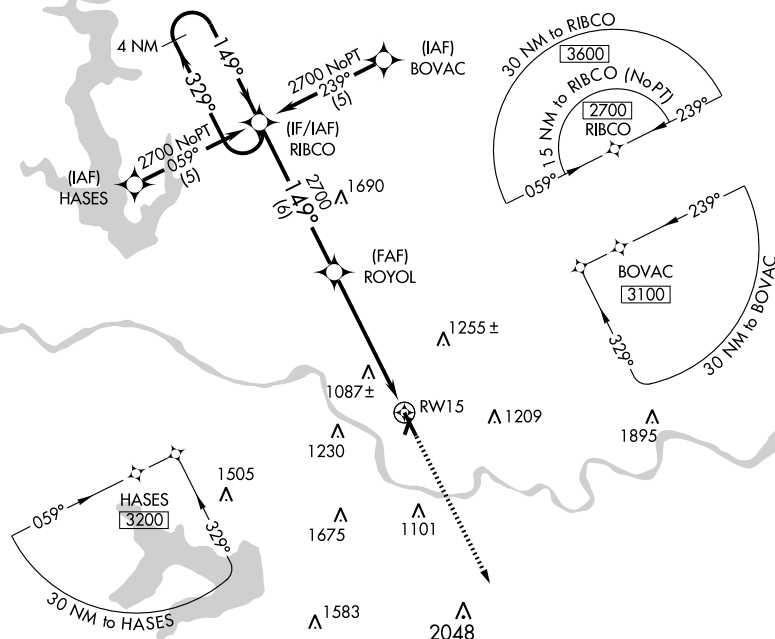
T When local altimeter setting not received, use Philip Billard
A Muni altimeter setting and increase all MDA 60 feet. Visibility
reduction by helicopter NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct GOLEY and hold.

ASOS
121.225

KANSAS CITY CENTER
123.8 343.7

CLNC DEL
121,825

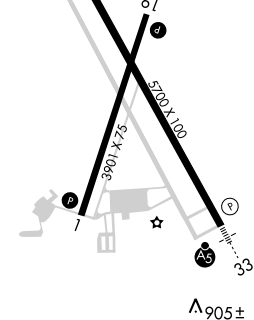
UNICOM
123.0 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 833

149° to RW15

TDZE 831



MIRL Rwy 1-19 and 15-33
REIL Rwy 1 and 19 **L**

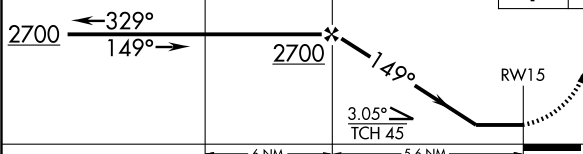
4 NM
Holding Pattern

RIBCO

ROYOL

3100

GOLFY



CATEGORY	A	B	C	D
LNAV MDA	1340-1	509 (600-1)	1340-1½ 509 (600-1½)	NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

WAAS

CH 57913

W33A

APP CRS

330°

Rwy Idg

5700

TDZE

831

Apt Elev

833

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME NP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet and all LNAV/VNAV and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.

MALSR

AS

...

MISSED APPROACH:

Climb to 2700 direct RIBCO and hold.

ASOS 121.225	KANSAS CITY CENTER 123.8 343.7	CLNC DEL 121.825	UNICOM 123.0 (CTAF) 0
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ELEV 833

2700

RIBCO

↑

✧

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

HUTUS
2 NM
to RW33

JITER

GOLEY

* LNAV only.

* 1.1 NM to RW33

RW33

1.1 NM

0.9

4.2 NM

6 NM

1520*

2900

330°

150°

3100

GS 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	1031-½	200 (200-½)		NA
LNAV/VNAV DA	1200-¾	369 (400-¾)		NA
LNAV MDA	1220-½	389 (400-½)		NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

NC-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME-A

LAWRENCE MUNI (LWC)

VORTAC TOP 117.8 Chan 125	APP CRS 111°	Rwy Idg TDZE Apt Elev N/A N/A 833
---	------------------------	---

▼ When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via TOP VORTAC R-111 to DERRI 12 DME and hold.

ASOS
121.225

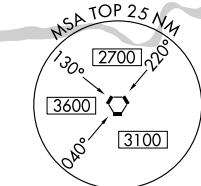
KANSAS CITY CENTER
123.8 343.7

CLNC DEL
121.825

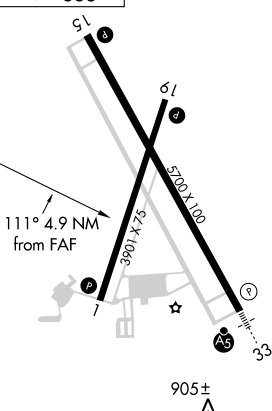
UNICOM
123.0 (CTAF) 0

IAF
TOPEKA
117.8 TOP
Chan 125

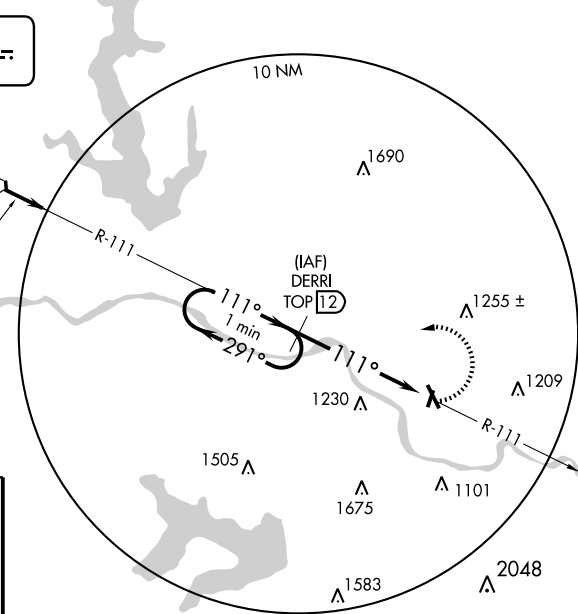
2900 NoPT
111° (12)



ELEV **833**



MIRL Rwy 1-19 and 15-33
REIL Rwy 1 and 19



One Minute
Holding Pattern

DERRI
TOP **12**

2900
TOP R-111
117.8

DERRI
TOP **12**

2900

291°
111°

111°

111°

MADHU
TOP **16.9**

4.9 NM

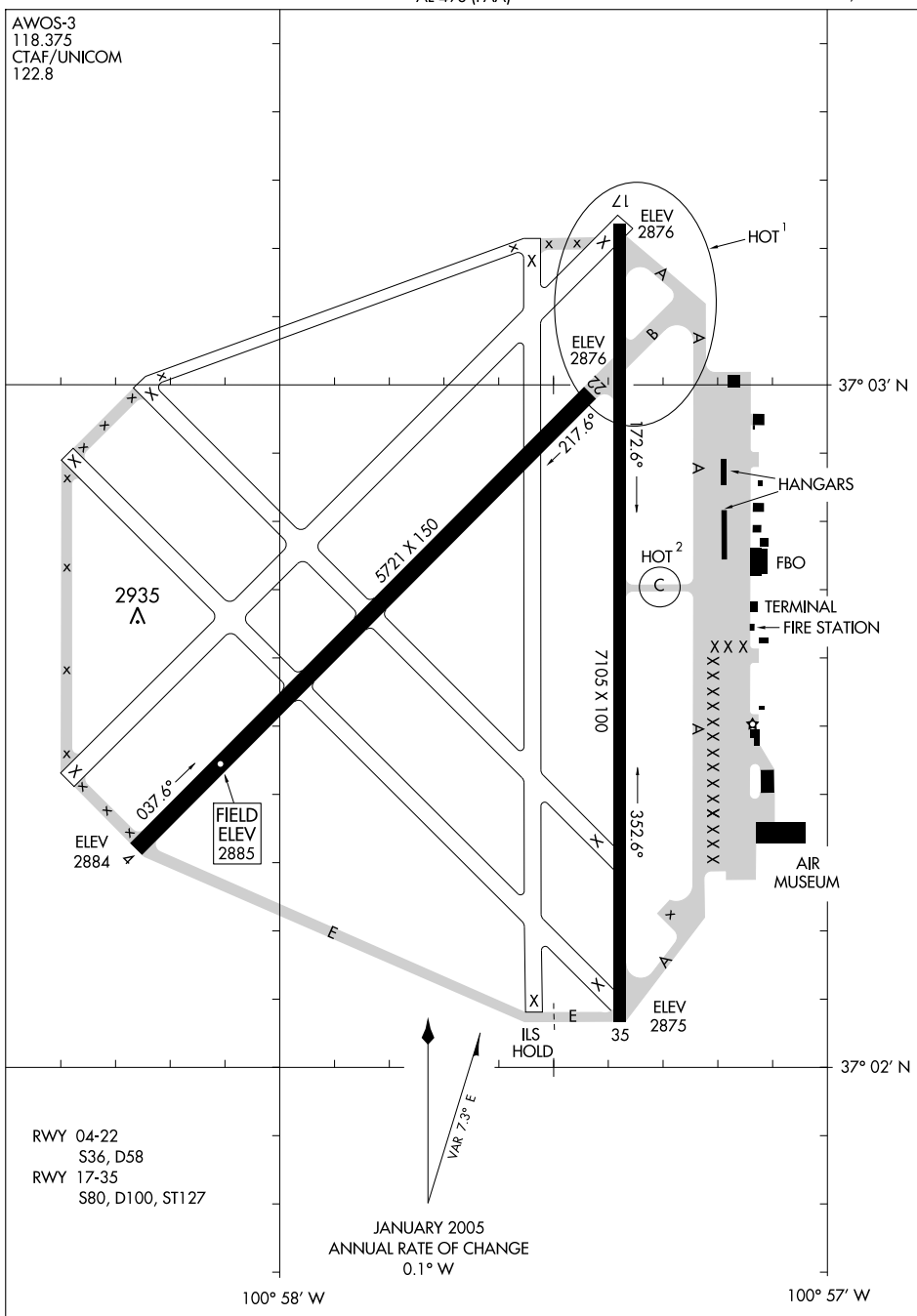
CATEGORY	A	B	C	D
CIRCLING	1480-1	647 (700-1)	1480-1¾ 647 (700-1¾)	NA

AIRPORT DIAGRAM

AL-498 (FAA)

LIBERAL MID-AMERICA RGNL (LBL)
LIBERAL, KANSAS

AWOS-3
118.375
CTAF/UNICOM
122.8



RWY 04-22
S36, D58
RWY 17-35
S80, D100, ST127

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

NC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-LBL <u>111.3</u>	APP CRS 350°	Rwy Idg TDZE Apt Elev	7105 2875 2885
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ILS or LOC RWY 35

LIBERAL MID-AMERICA RGNL (LBL)

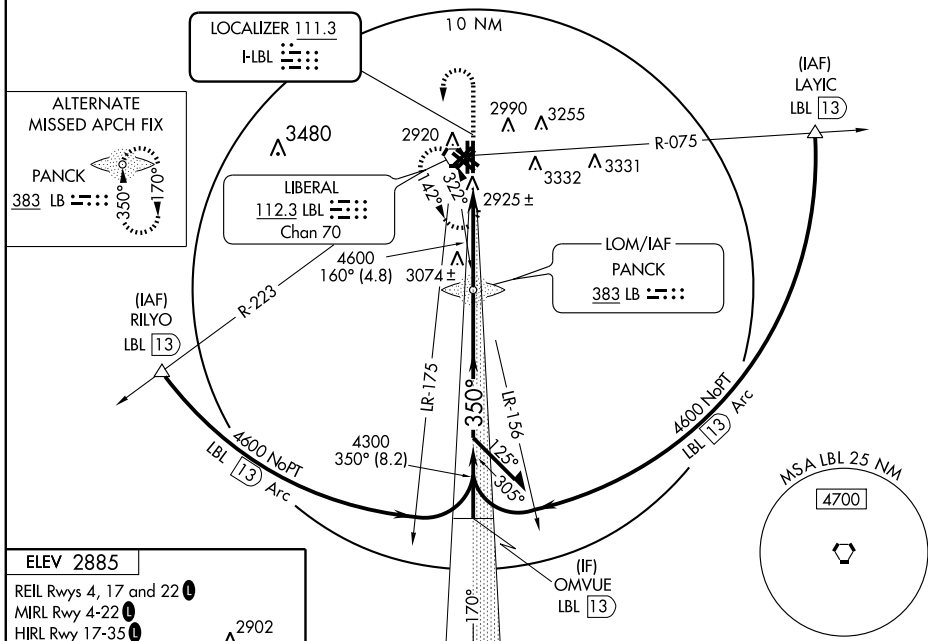
T
A Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

MALSR
A5

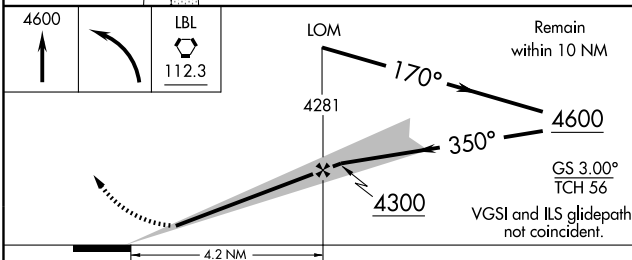
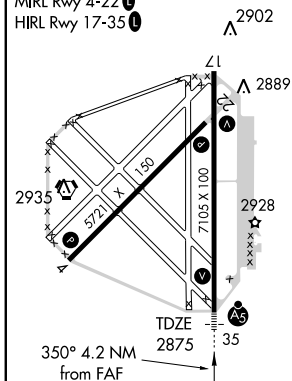
MISSED APPROACH: Climb to 4600 then left turn direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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ADF or DME REQUIRED



ELEV 2885
REIL Rwy 4, 17 and 22
MIRL Rwy 4-22
HIRL Rwy 17-35



FAF to MAP 4.2 NM						
Knots	60	90	120	150	180	
Min:Sec	4:12	2:48	2:06	1:41	1:24	

WAAS CH 72905 W04A	APP CRS 035°	Rwy Idg TDZE Apt Elev	5721 2885 2885
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RNAV (GPS) RWY 4
LIBERAL MID-AMERICA RGNL (LBL)

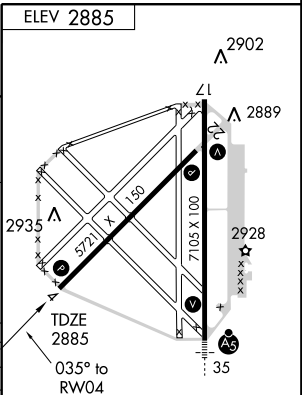
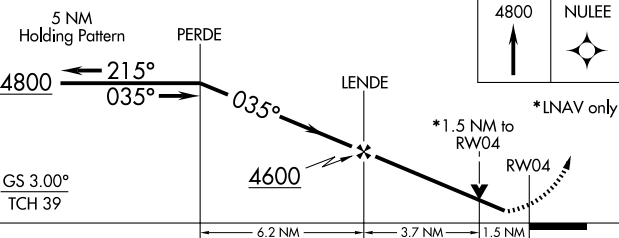
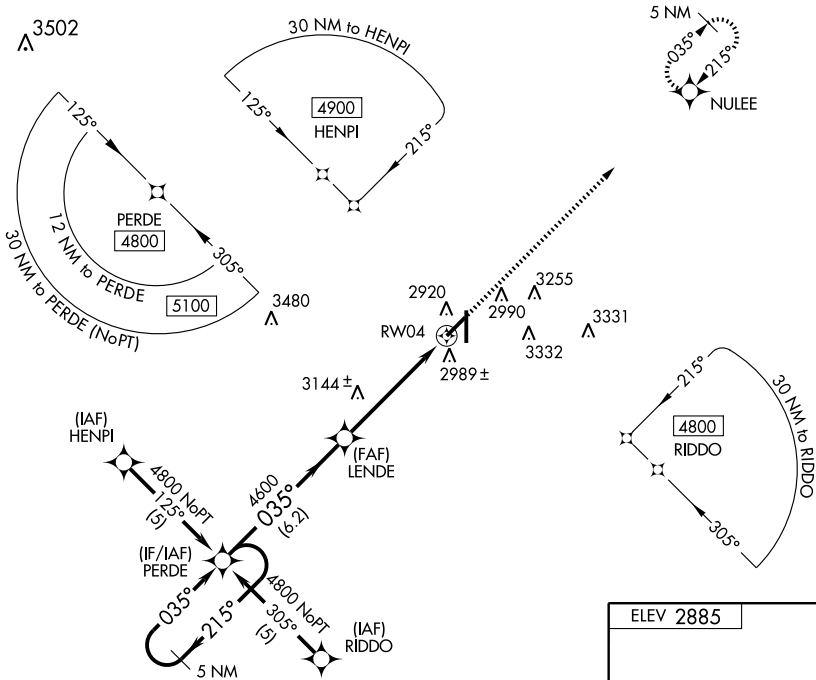
⚠ Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4800 direct NULEE and hold.

AWOS-3
118.375

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3300-1½ 415 (500-1½)			
LNAV MDA	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3400-1¾ 515 (600-1¾)	3400-2 555 (600-2)
CIRCLING	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3400-2 555 (600-2)	3400-2 555 (600-2)

REIL Rwy 4, 17 and 22 0
MIRL Rwy 4-22 0
HIRL Rwy 17-35 0

WAAS CH 78205 W17A	APP CRS 170°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885
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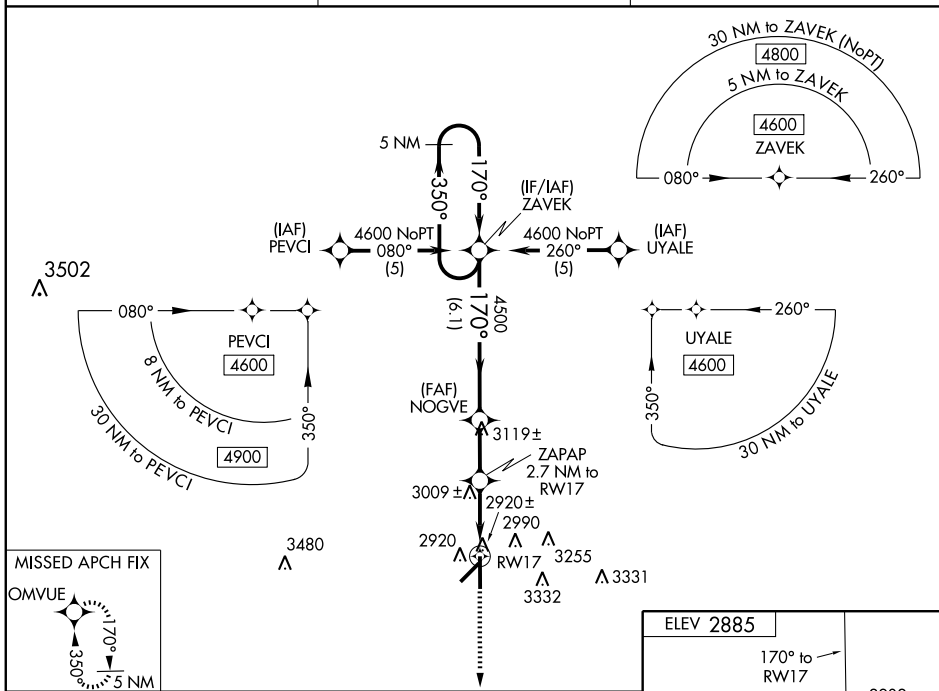
RNAV (GPS) RWY 17
LIBERAL MID-AMERICA RGNL (LBL)

T Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

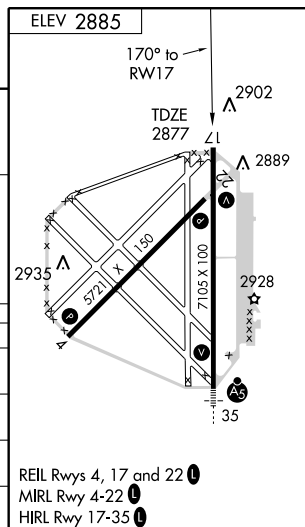
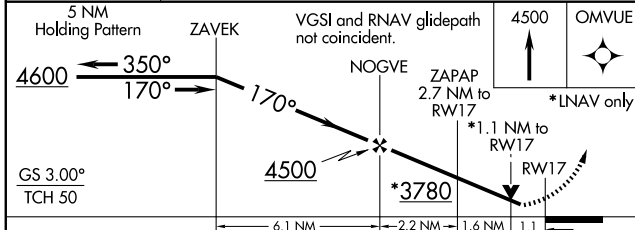
MISSED APPROACH: Climb to 4500 direct OMVUE and hold.

AWOS-3
118.375

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX
OMVUE
170°
350°
5 NM



CATEGORY	A	B	C	D
LPV DA	3127-3/4 250 (300-3/4)			
LNAV/VNAV DA	3320-1 1/2 443 (500-1 1/2)			
LNAV MDA	3260-1 383 (400-1)			3260-1 1/4 383 (400-1 1/4)
CIRCLING	3340-1 455 (500-1)	3340-1 1/2 455 (500-1 1/2)	3440-2 555 (600-2)	

RNAV (GPS) RWY 22

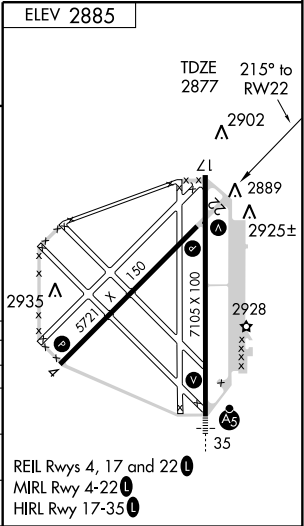
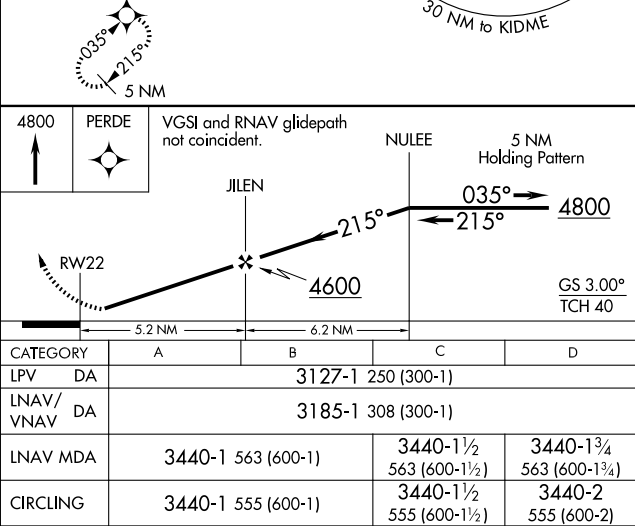
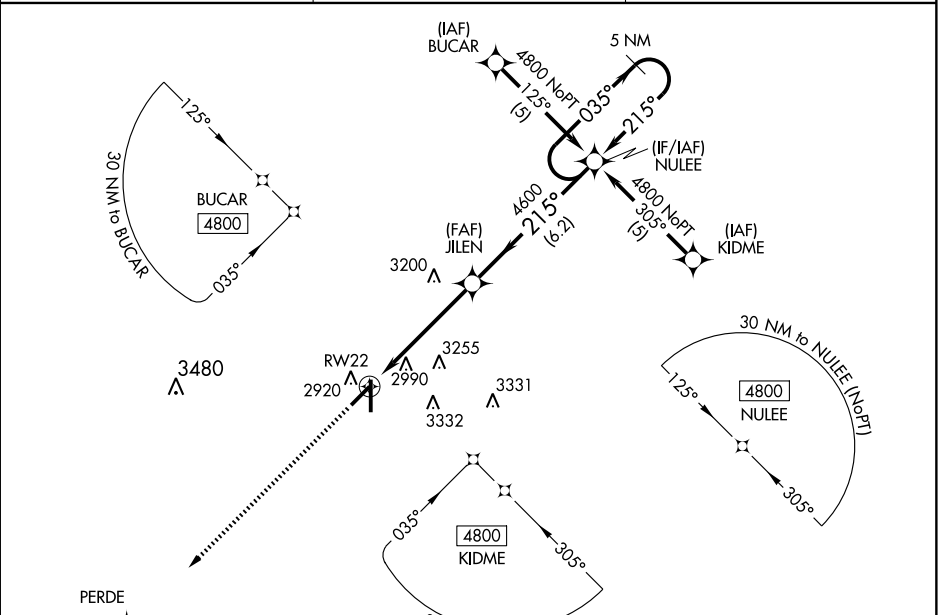
LIBERAL MID-AMERICA RGNL (LBL)

WAAS CH 90405 W22A	APP CRS 215°	Rwy Idg TDZE Apt Elev	5721 2877 2885
--	------------------------	-----------------------------	---

⚠ Circling NA east of Rwy 17-35. Baro-VNAV NA when using Guymon Muni altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

MISSED APPROACH: Climb to 4800 direct PERDE and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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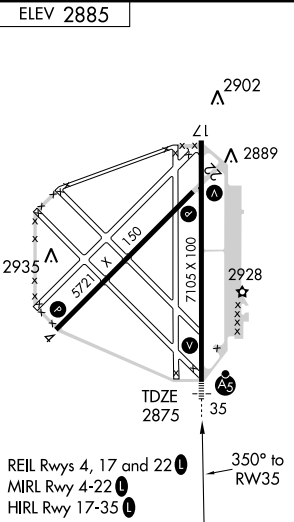
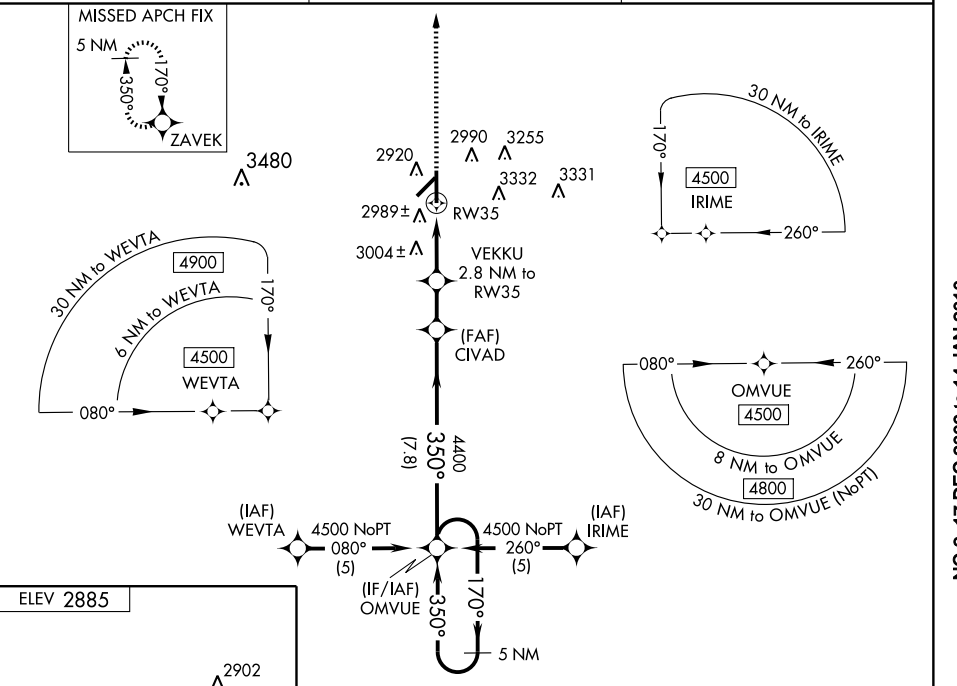
WAAS CH 63005 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	7105 2875 2885
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▼ Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH:
Climb to 4600 direct ZAVEK and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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4600	ZAVEK	VGSI and RNAV glidepath not coincident.	OMVUE	5 NM Holding Pattern
*LNAV only	VEKKU 2.8 NM to RW35	CIVAD	170° 350°	4500
	*1.1 NM to RW35		350°	4400
	3820*			GS 3.00° TCH 56
	1.1 1.7 NM 1.8 NM 7.8 NM			
CATEGORY	A	B	C	D
LPV DA		3137-1/2	262 (300-1/2)	
LNAV/VNAV DA		3290-1	415 (500-1)	
LNAV MDA		3260-1/2 385 (400-1/2)		3260-1 385 (400-1)
CIRCLING		3340-1 455 (500-1)	3340-1/2 455 (500-1/2)	3440-2 555 (600-2)

NC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC LBL <u>112.3</u> Chan 70	APP CRS 196°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885
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VOR/DME RWY 17
LIBERAL MID-AMERICA RGNL (LBL)

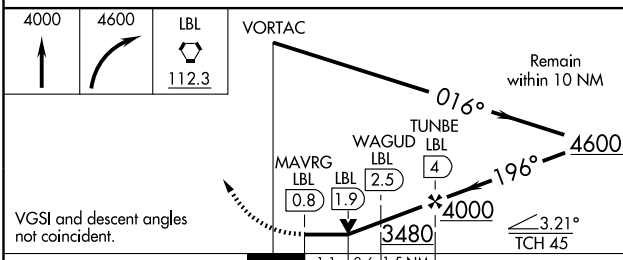
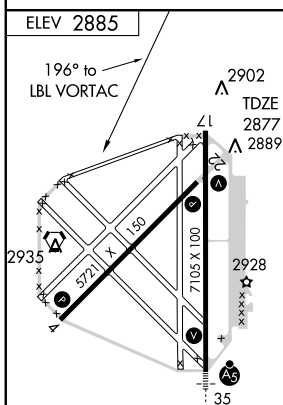
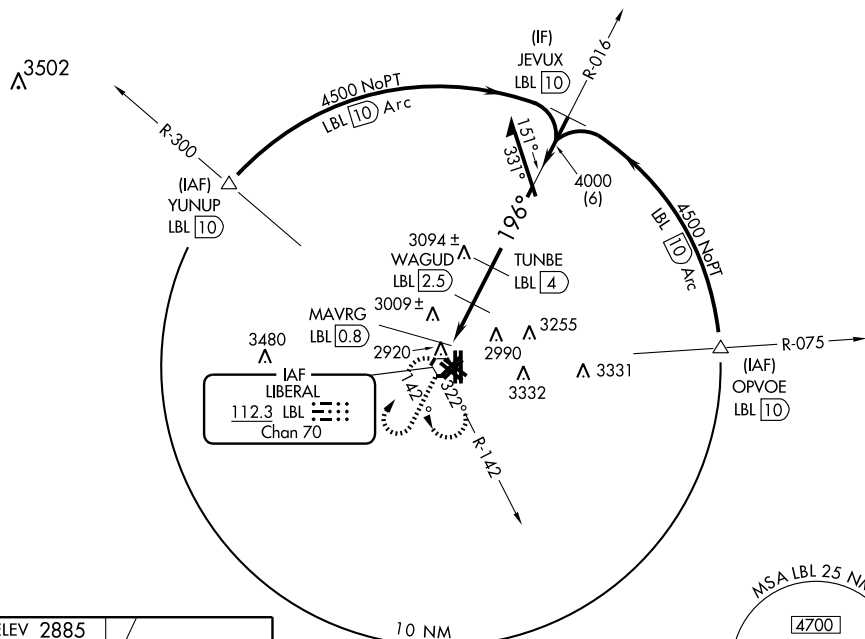
T Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 4600 direct LBL VORTAC and hold.

AWOS-3
118.375

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-17	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

VOR RWY 4

LIBERAL MID-AMERICA RGNL (LBL)

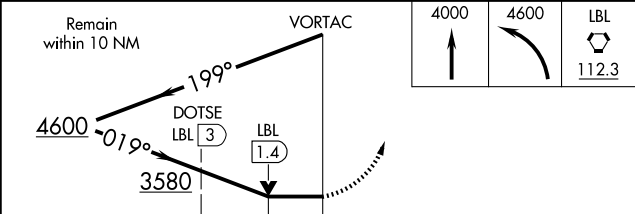
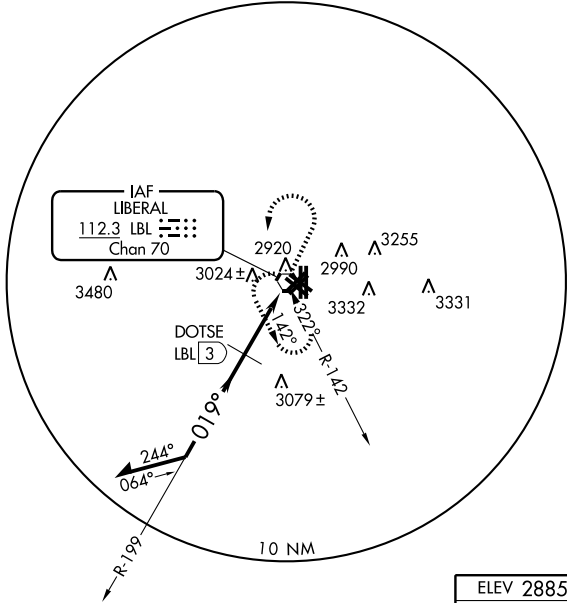
VORTAC LBL 112.3 Chan 70	APP CRS 019°	Rwy Idg TDZE Apt Elev 5721 2885 2885
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V Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

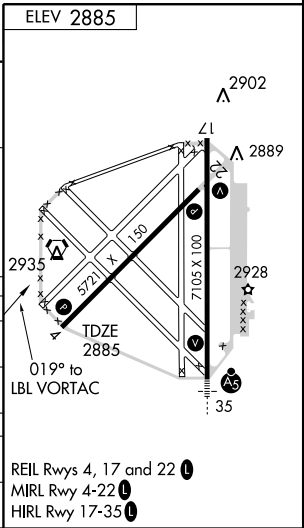
MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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A 3502




CATEGORY	A	B	C	D
S-4	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
CIRCLING	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
DME MINIMUMS				
S-4	3280-1 395 (400-1)		3280-1 1/4 395 (400-1 1/4)	
CIRCLING	3340-1 455 (500-1)		3340-1 1/2 455 (500-1 1/2)	3440-2 555 (600-2)



VORTAC LBL 112.3 Chan 70	APP CRS 322°	Rwy Idg TDZE Apt Elev	7105 2875 2885
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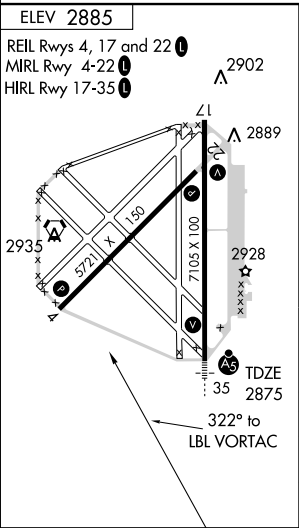
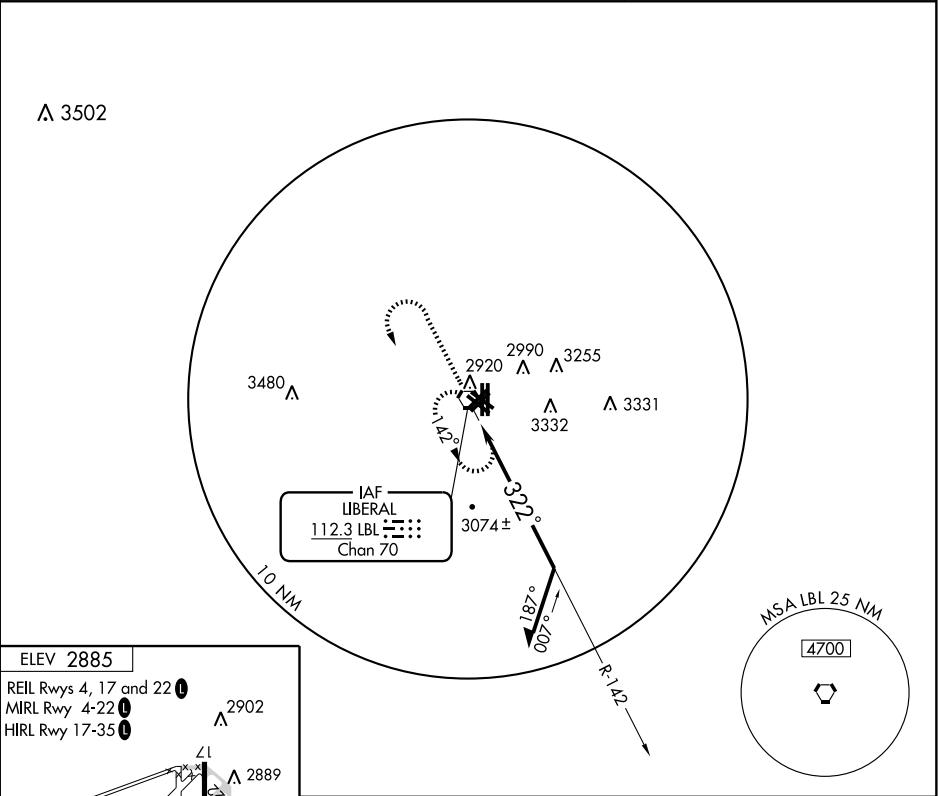
VOR RWY 35
LIBERAL MID-AMERICA RGNL (LBL)





▽ Inoperative table does not apply to Cat C and D. Circling NA east of Rwy 17-35.
▲ If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Guymon Muni altimeter setting.

MALSR


MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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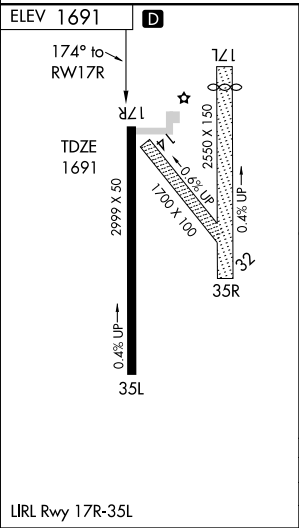
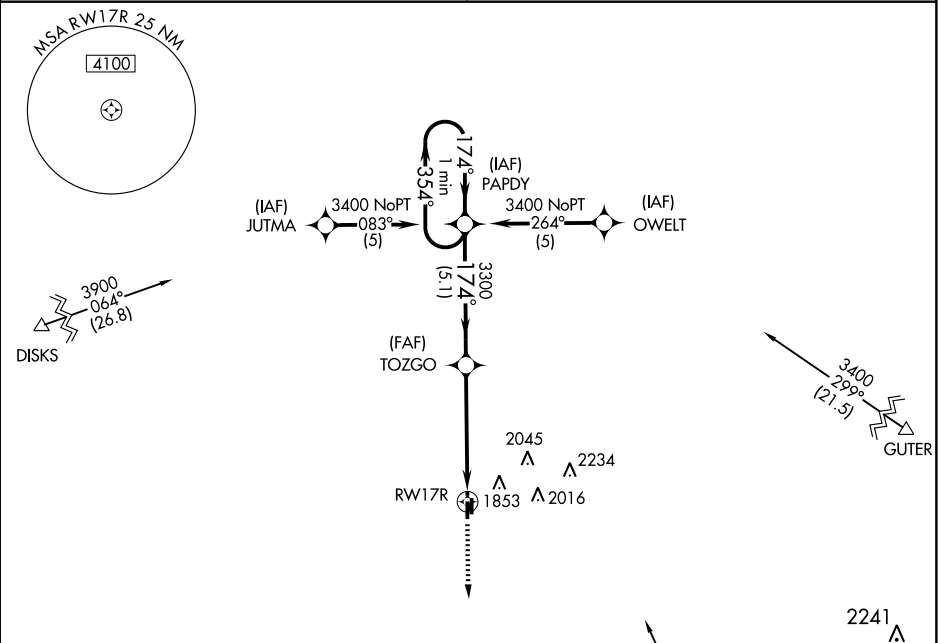


4000	4600	LBL 112.3	VORTAC	Remain within 10 NM
				
		LBL 2.3	142°	4600
		322°		
		1.4		
CATEGORY	A	B	C	D
S-35	3380-1/2 505 (500-1/2)		3380-1/2 505 (500-1/2)	
CIRCLING	3380-1 495 (500-1)		3380-1/2 495 (500-1/2)	3440-2 555 (600-2)

APP CRS	Rwy Idg	2999
174°	TDZE	1691
	Apt Elev	1691

GPS RWY 17R
LYONS-RICE COUNTY MUNI (LYO)

NA Use Hutchinson altimeter setting.	MISSED APPROACH: Climb to 3400 direct OCISE WP and hold.
KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)



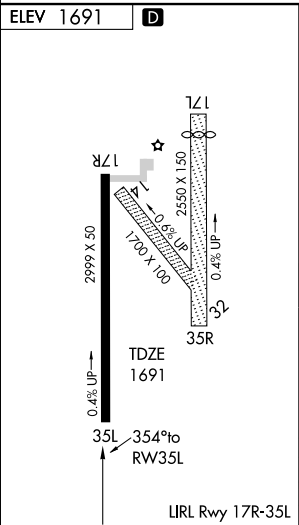
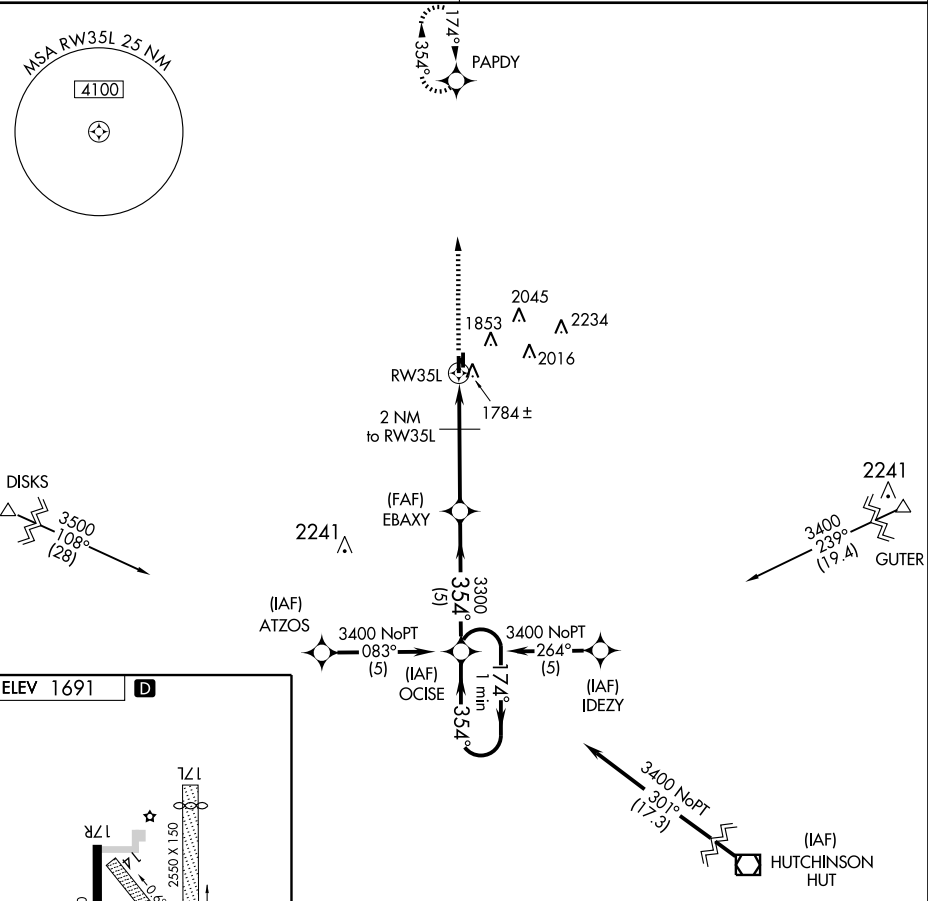
One Minute Holding Pattern		PAPDY	3400	OCISE
3400		354°	174°	TOZGO
		174°	3300	RW17R
		5.1 NM	4.9 NM	
CATEGORY	A	B	C	D
S-17R	2180-1	489 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

GPS RWY 35L

LYONS-RICE COUNTY MUNI (LYO)

APP CRS	Rwy Idg	2999
354°	TDZE	1691
	Apt Elev	1691

▲ NA Use Hutchinson altimeter setting.	MISSED APPROACH: Climb to 3400 direct PAPDY WP and hold.
KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)

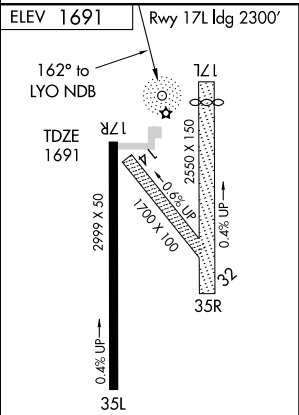
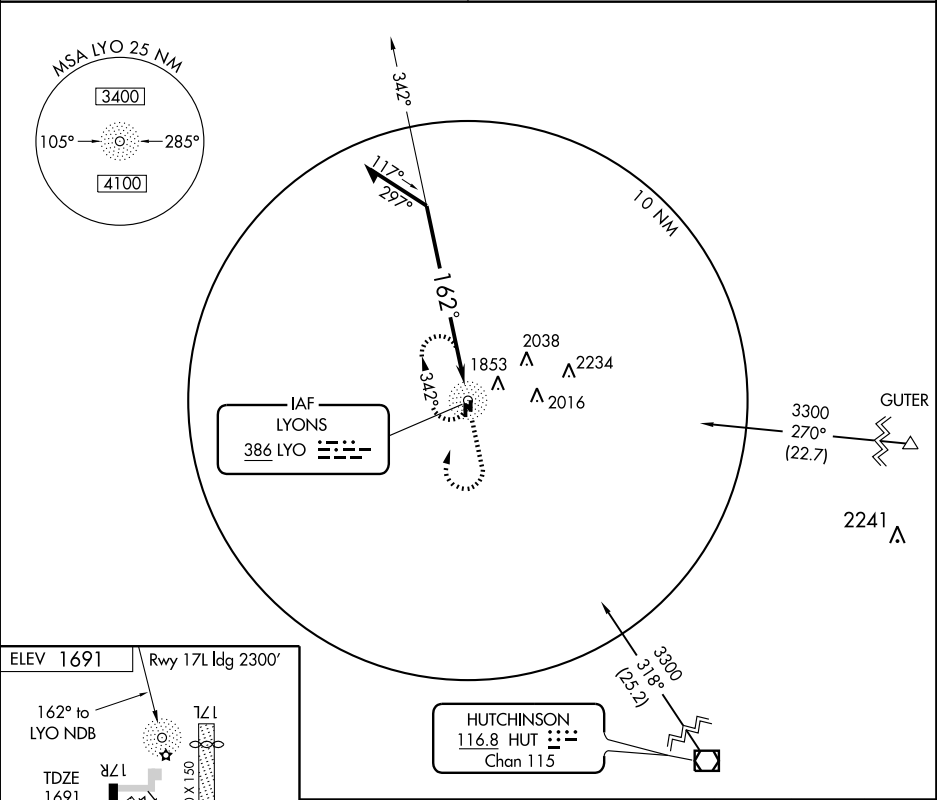


3400	PAPDY	OCISE	One Minute Holding Pattern	
		EBAXY	174° →	← 354° 3400
	2 NM to RW35L	3300	354°	
	2340			
	2 NM	3 NM	5 NM	
CATEGORY	A	B	C	D
S-35L	2120-1	429 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

NDB LYO 386	APP CRS 162°	Rwy Idg TDZE Apt Elev	2999 1691 1691
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NDB RWY 17R
LYONS-RICE COUNTY MUNI (LYO)

Use Hutchinson altimeter setting. NA	MISSED APPROACH: Climb to 3300 then right turn direct LYO NDB and hold.
KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)



U/L Rwy 17R-35L					
Knots	60	90	120	150	180
Min:Sec					

Remain within 10 NM		NDB		3300	LYO
				342°	386
				162°	
CATEGORY	A	B	C	D	
S-17R	2320-1	629 (700-1)	NA		
CIRCLING	2320-1	629 (700-1)	NA		

VOR/DME HUT 116.8 Chan 115	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 1691
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VOR/DME-A
LYONS-RICE COUNTY MUNI (LYO)

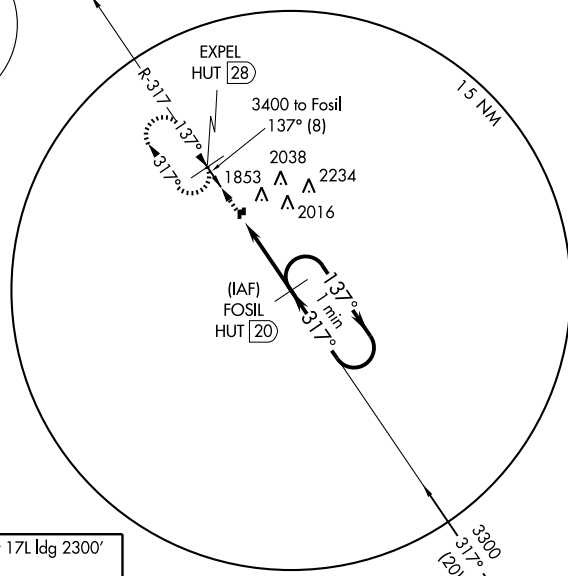
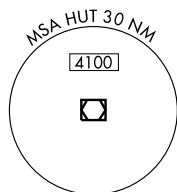
Use Hutchinson altimeter setting.

A NA

MISSED APPROACH: Climb to 3400 via HUT R-317 to EXPEL 28 DME and hold.

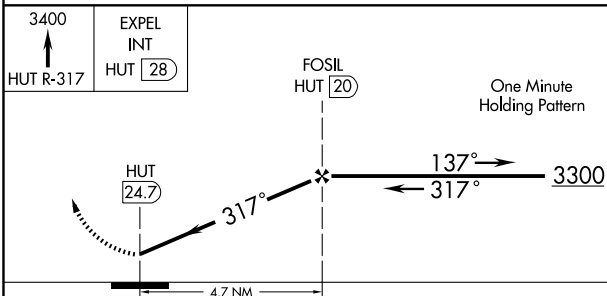
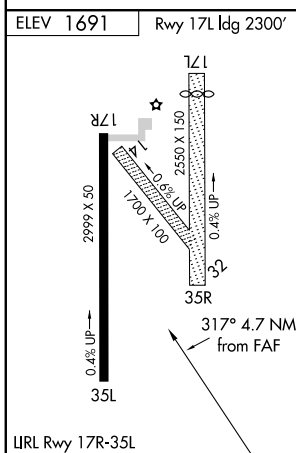
KANSAS CITY CENTER
118.8 337.4

UN|COM
122.8 (CTAF)



3048

IAF
HUTCHINSON
116.8 HUT 
Chan 115

[illegible]

AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)
MANHATTAN, KANSASASOS
119.075
MANHATTAN TOWER*
118.55
GND CON
121.85

D

96°41' W

96°40' W

39°09' N

FIELD
ELEV
1057ELEV
1043RWY 03-21
S75, D110, ST175
RWY 13-31
S24, D33

FIRE STATION

ELEV
1044

1074±

ELEV
1054TWR
1111

39°08' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

NC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-MHK	APP CRS	Rwy Idg	6600
111.3	034°	TDZE	1054
		Apt Elev	1056

ILS RWY 3

MANHATTAN RGNL (MHK)

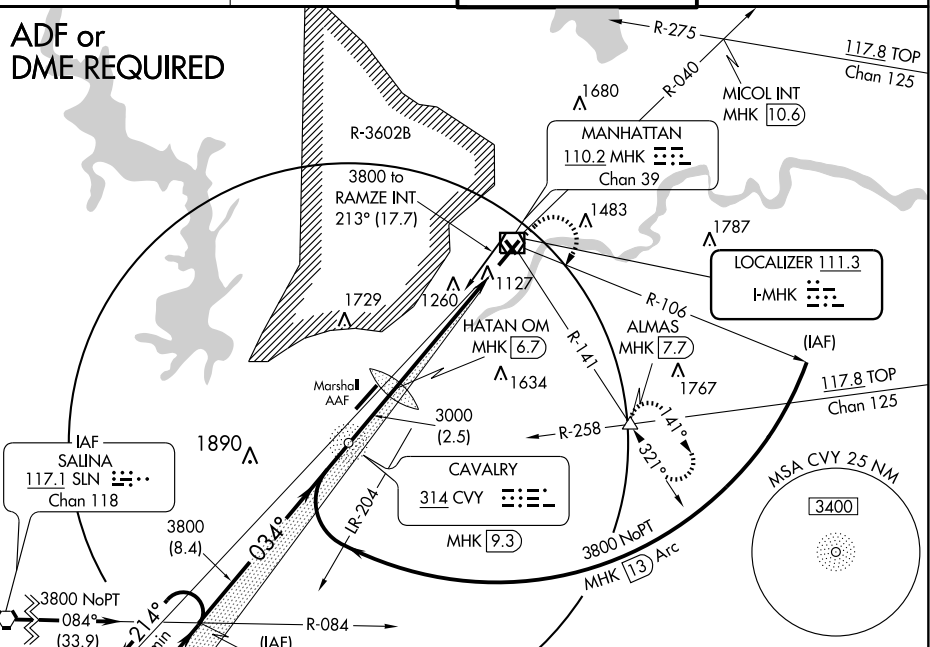
⚠ Circling NA west of Rwy 3-21.

MAJSR
A5

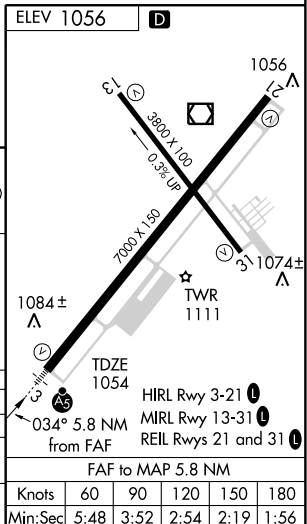
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

ASOS 119.075	KANSAS CITY CENTER 127.35 257.975	MANHATTAN TOWER ★ 118.55 (CTAF) 0	GND CON 121.85
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ADF or DME REQUIRED



CATEGORY	One Minute Holding Pattern		2000 3000 ALMAS MHK (7.7)	
	RAMZE INT MHK (17.7) NDB MHK (9.3) HATAN OM MHK (6.7)		MHK (0.9)	
	3800 ← 214° 034° →		3800 3000 034°	
	GS 3.00° TCH 49		8.4 NM 2.6 5.8 NM	
S-ILS 3	1254-½		200 (200-½)	
S-LOC 3	1440-½		386 (400-½)	
CIRCLING	1600-1 544 (600-1)	1700-1 644 (700-1)	1700-1¾ 644 (700-1¾)	1760-2¼ 704 (800-2¼)



APP CRS
034°Rwy Idg **6600**
TDZE **1054**
Apt Elev **1056****RNAV (GPS) RWY 3**
MANHATTAN RGNL (MHK)

▼ BARO-VNAV NA below -17°C (2°F)

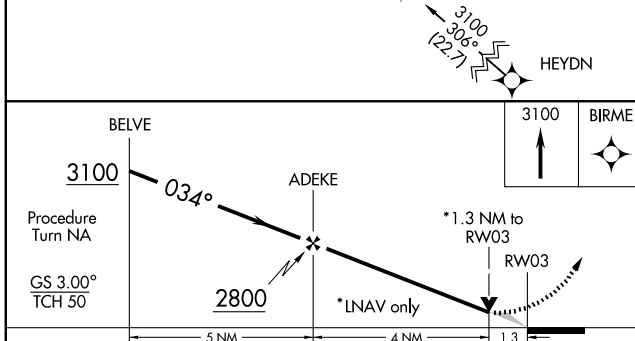
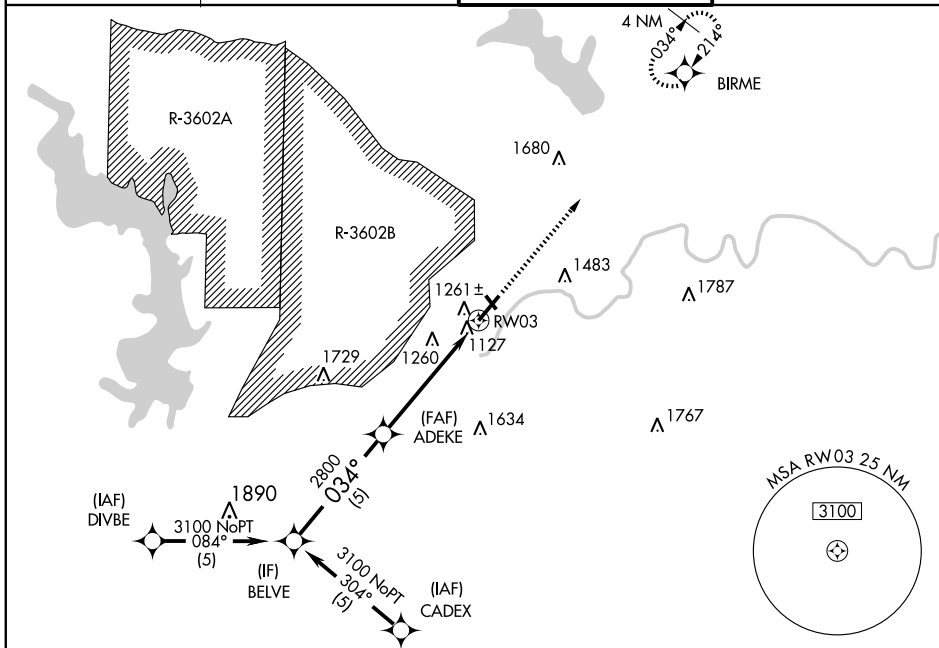
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Circling not authorized west of runway 3-21.

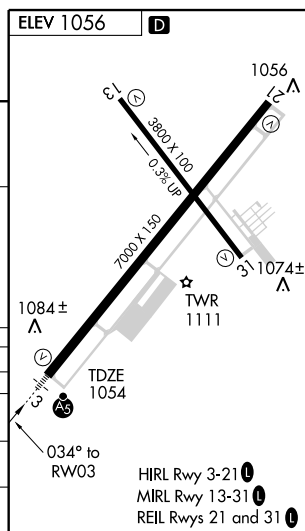
MAISR



MISSED APPROACH: Climb to 3100 direct BIRME and hold.

ASOS
119.075KANSAS CITY CENTER
127.35 257.975MANHATTAN TOWER ★
118.55 (CTAF) 0GND CON
121.85

CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/ VNAV DA	1520-1¼ 466 (500-1¼)			
RNAV MDA	1520-½ 466 (500-½)	1520-¾ 466 (500-¾)	1520-1 466 (500-1)	1520-1 466 (500-1)
CIRCLING	1700-1¼ 644 (700-1¼)	1780-1¼ 724 (800-1¼)	1780-2 724 (800-2)	1780-2¼ 724 (800-2¼)



RNAV (GPS) RWY 21

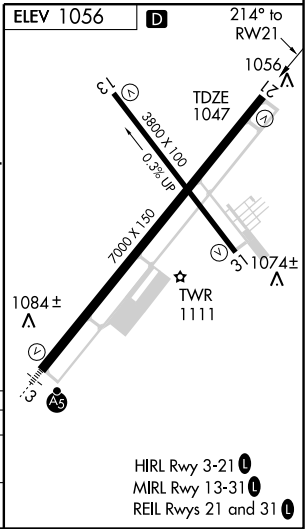
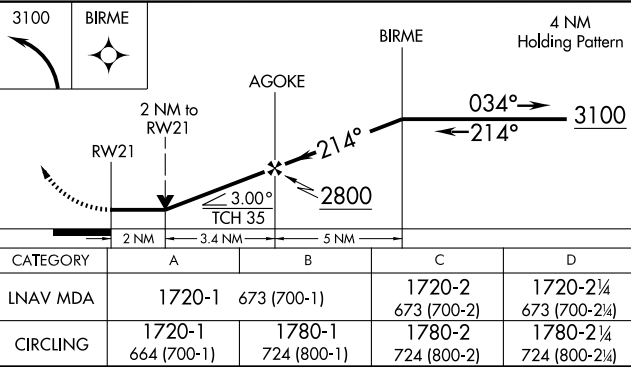
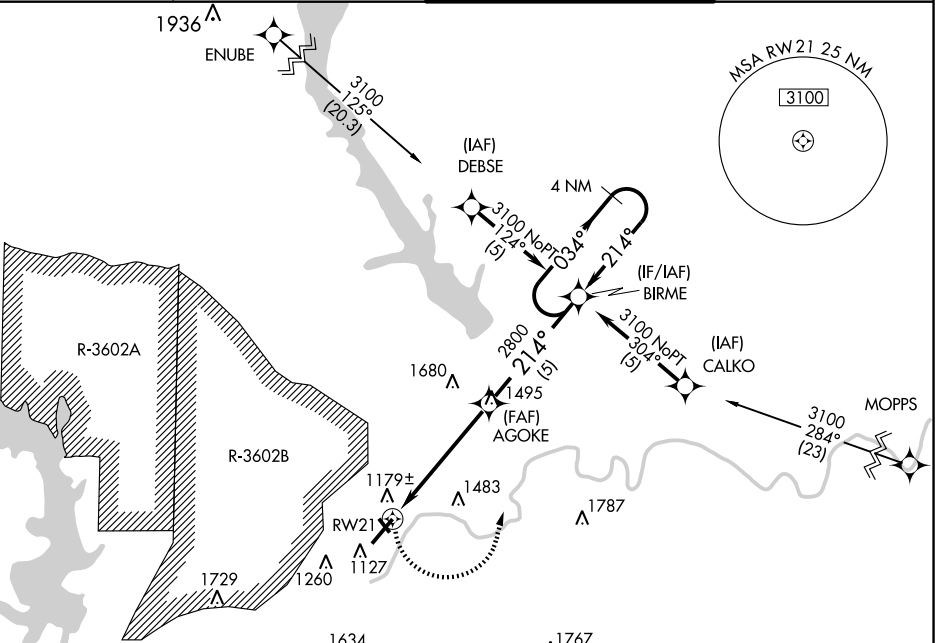
MANHATTAN RGNL (MHK)

APP CRS 214°	Rwy Idg 7000 TDZE 1047 Apt Elev 1056
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GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing left turn to 3100 direct BIRME and hold.

ASOS 119.075	KANSAS CITY CENTER 127.35 257.975	MANHATTAN TOWER ★ 118.55 (CTAF) 0	GND CON 121.85
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NC-2, 17 DEC 2009 to 14 JAN 2010

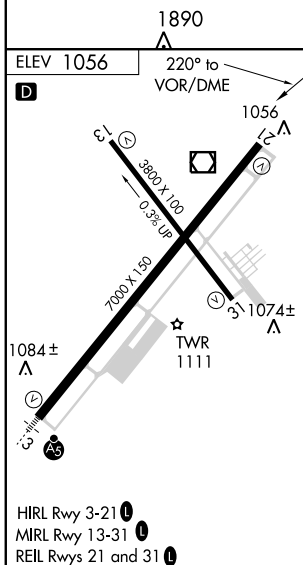
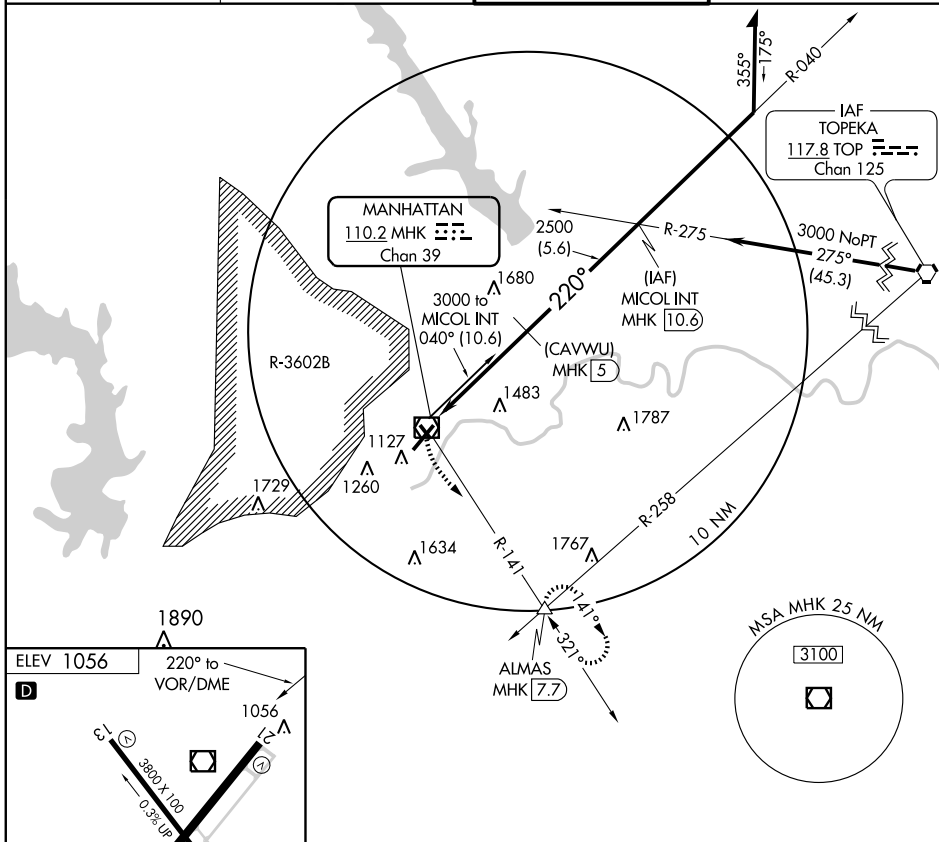
HIRL Rwy 3-21 0
MIRL Rwy 13-31 0
REIL Rwy 21 and 31 0

VOR/DME MHK 110.2 Chan 39	APP CRS 220°	Rwy Idg TDZE Apt Elev N/A N/A 1056
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VOR/DME or GPS-F

MANHATTAN RGNL (MHK)

<p>▼ Circling not authorized west of runway 3-21.</p>		<p>MISSED APPROACH: Climbing left turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.</p>	
ASOS 119.075	KANSAS CITY CENTER 127.35 257.975	MANHATTAN TOWER★ 118.55 (CTAF) 0	GND CON 121.85



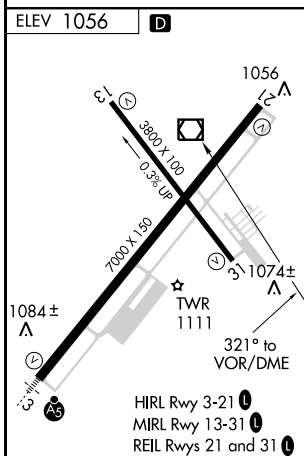
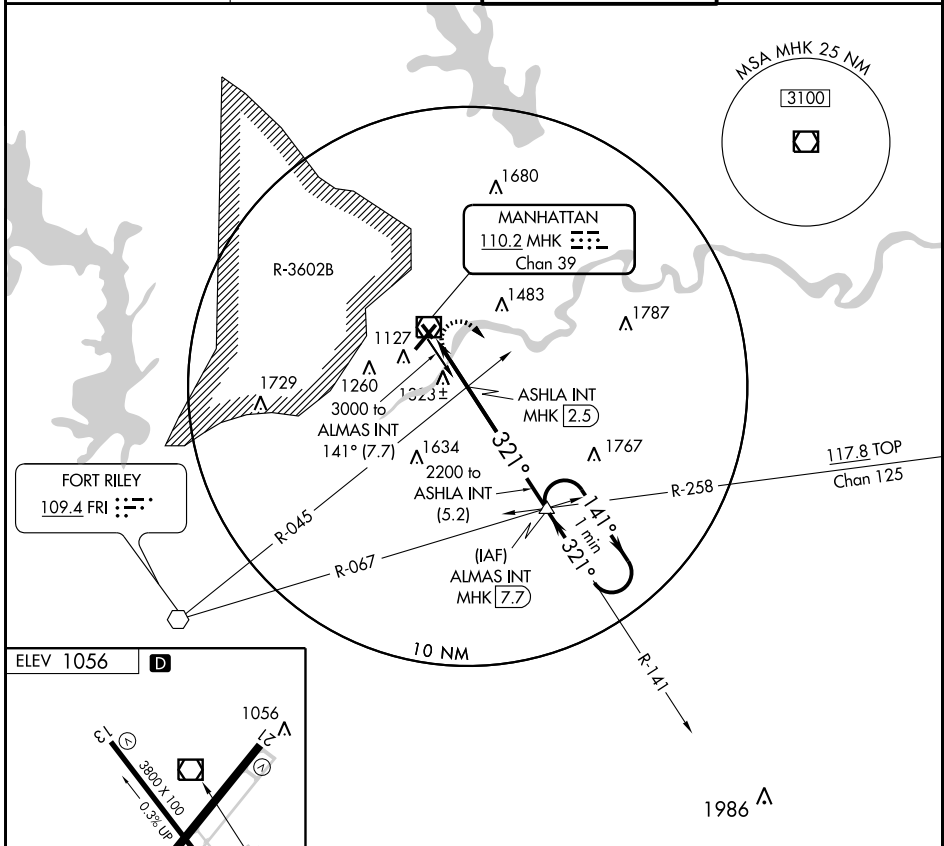
<div>3000 MHK R-141</div>		<div>ALMAS △ MHK 7.7</div>	<div>MICOL INT MHK 10.6</div>		<div>Remain within 10 NM</div>
<div>VOR/DME</div>		<div>(CAVVU) MHK 5</div>	<div>040° 220° 3000</div>		
<div>5 NM</div>		<div>2500</div>		<div>5.6 NM</div>	
CATEGORY	A	B	C	D	
CIRCLING	1700-1	644 (700-1)	1700-1¾ 644 (700-1¾)	1760-2¼ 704 (800-2¼)	

VOR/DME MHK 110.2 Chan 39	APP CRS 321°	Rwy Idg TDZE Apt Elev	N/A N/A 1056
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VOR-H

MANHATTAN RGNL (MHK)

<p>⚠ Circling not authorized west of runway 3-21.</p>		<p>MISSED APPROACH: Climbing right turn to 3000 via MHK R-141 to ALMAS Int/7.7 DME and hold.</p>	
ASOS 119.075	KANSAS CITY CENTER 127.35 257.975	MANHATTAN TOWER★ 118.55 (CTAF) 0	GND CON 121.85



FAF to MAP 1.3 NM						CATEGORY		A	B	C	D
Knots	60	90	120	150	180	CIRCLING		1680-1	624 (700-1)	1680-1¾ 624 (700-1¾)	1760-2¼ 704 (800-2¼)
Min:Sec	1:18	0:52	0:39	0:31	0:26						

VOR/DME MHK
110.2
 Chan **39**

APP CRS
027°

Rwy Idg
 TDZE **6600**
 Apt Elev **1054**
1056

VOR RWY 3
 MANHATTAN RGNL (MHK)

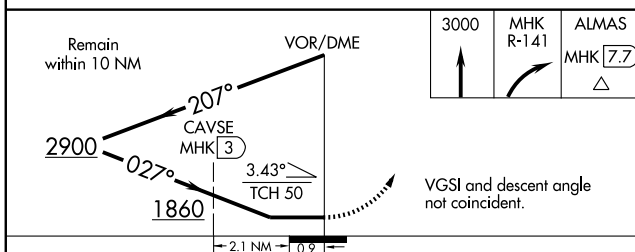
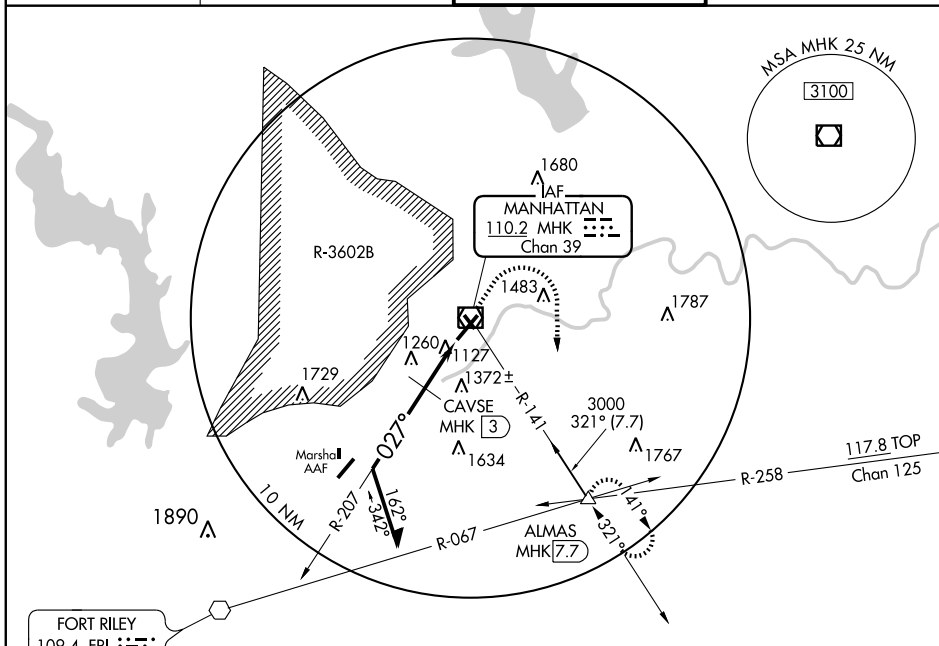
NA Circling not authorized west of runway 3-21.

MALSR

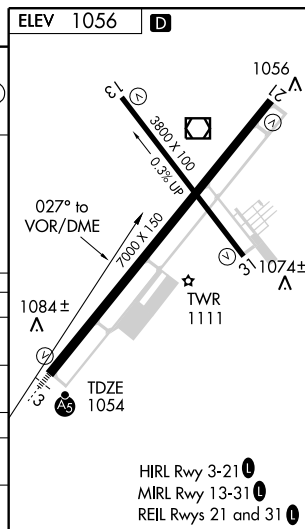


MISSED APPROACH: Climb to 3000 then right turn via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

ASOS 119.075	KANSAS CITY CENTER 127.35 257.975	MANHATTAN TOWER★ 118.55 (CTAF) 0	GND CON 121.85
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CATEGORY	A	B	C	D
S-3	1860- $\frac{3}{4}$	806 (900- $\frac{3}{4}$)	1860-1 $\frac{1}{4}$	1860-2
			806 (900-1 $\frac{3}{4}$)	806 (900-2)
CIRCLING	1860-1	1860-1 $\frac{1}{4}$	1860-2 $\frac{1}{4}$	1860-2 $\frac{1}{2}$
	804 (900-1)	804 (900-1 $\frac{1}{4}$)	804 (900-2 $\frac{1}{4}$)	804 (900-2 $\frac{1}{2}$)
DME MINIMUMS				
S-3	1640- $\frac{3}{4}$	586 (600- $\frac{3}{4}$)	1640-1	1640-1 $\frac{1}{4}$
			586 (600-1)	586 (600-1 $\frac{1}{4}$)
CIRCLING	1700-1	1780-1	1780-2	1780-2 $\frac{1}{4}$
	644 (700-1)	724 (800-1)	724 (800-2)	724 (800-2 $\frac{1}{4}$)



HIRL Rwy 3-21 **0**
 MIRL Rwy 13-31 **0**
 REIL Rwy 21 and 31 **0**

NDB MYZ 341	APP CRS 320°	Rwy Idg TDZE Apt Elev	4200 1283 1283
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NDB or GPS RWY 33

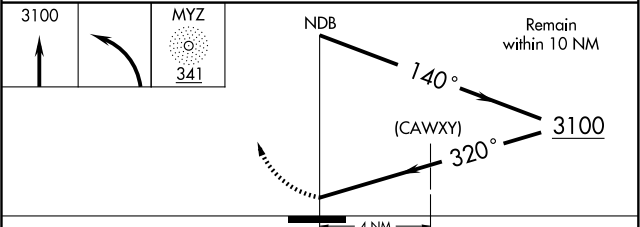
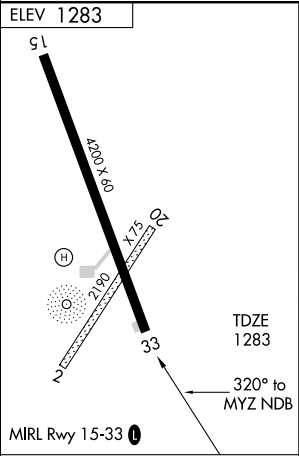
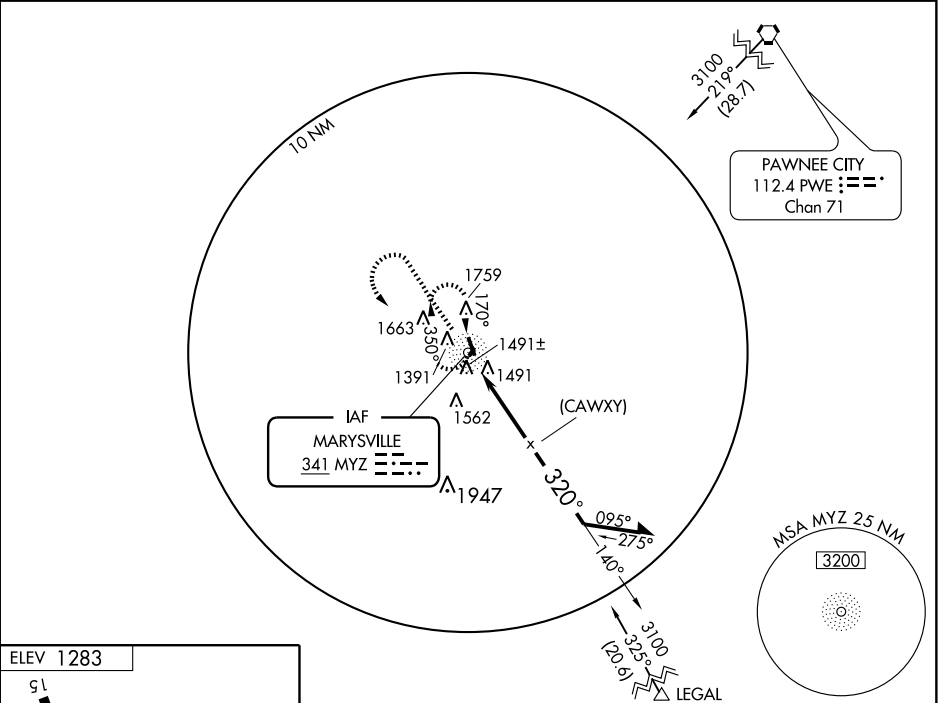
MARYSVILLE MUNI (MYZ)

▼ Use Beatrice, NE altimeter setting; when not received, use Concordia/Blosser Muni altimeter setting; when neither altimeter setting received, procedure not authorized.

▲ NA

MISSED APPROACH: Climb to 3100 then left turn direct MYZ NDB and hold.

KANSAS CITY CENTER 123.8 343.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-33	2060-1 777 (800-1)	2060-1¼ 777 (800-1¼)	2060-2¼ 777 (800-2¼)	NA
CIRCLING	2180-1¼	897 (900-1¼)	2180-2¾ 897 (900-2¾)	NA
CONCORDIA/BLOSSER ALTIMETER SETTING MINIMUMS				
S-33	2140-1 857 (900-1)	2140-1¼ 857 (900-1¼)	2140-2½ 857 (900-2½)	NA
CIRCLING	2300-1¼ 1017 (1100-1¼)	2300-1½ 1017 (1100-1½)	2300-3 1017 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NDB MPR	APP CRS	Rwy Idg	5502
<u>227</u>	<u>173°</u>	TDZE	1494
		Apt Elev	1497

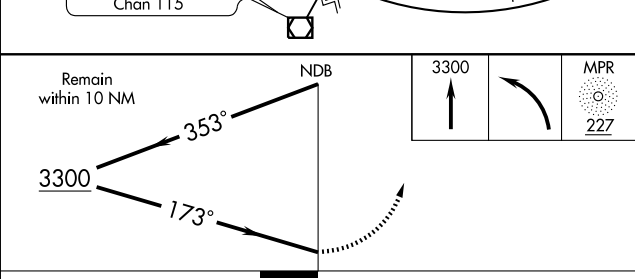
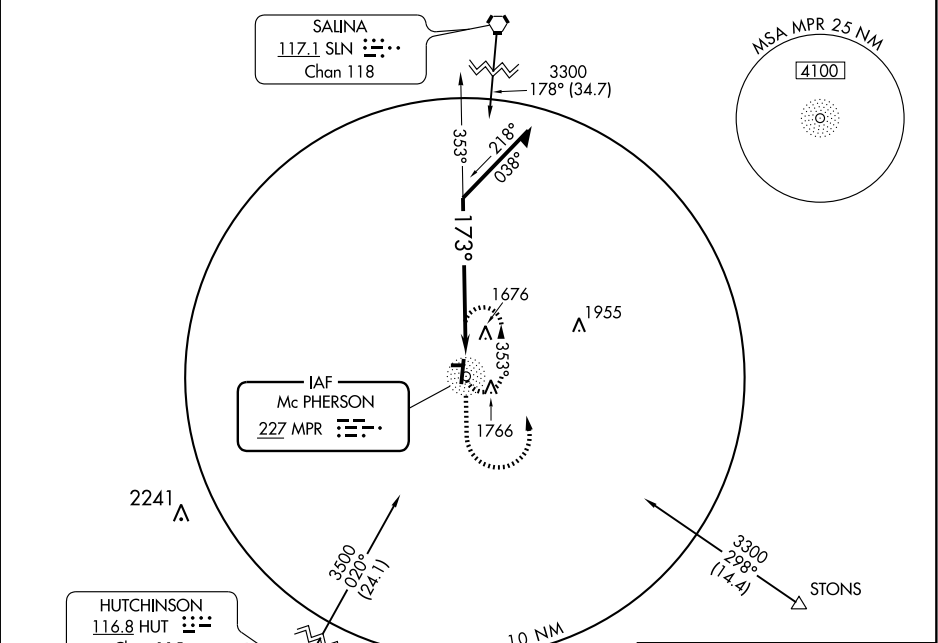
NDB RWY 18
MC PHERSON (MPR)

NA

Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

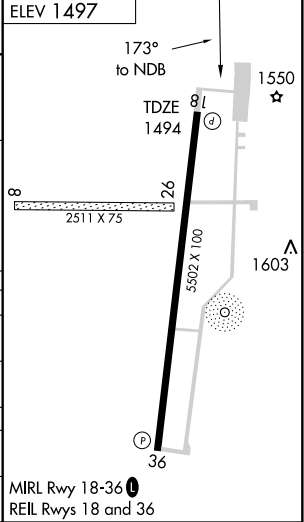
MISSED APPROACH: Climb to 3300 then left turn direct MPR NDB and hold.

AWOS-3 119.025	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	2180-1	686 (700-1)	2180-2 686 (700-2)	NA
CIRCLING	2180-1	683 (700-1)	2180-2 683 (700-2)	NA

SALINA ALTIMETER SETTING MINIMUMS				
S-18	2280-1 786 (800-1)	2280-1¼ 786 (800-1¼)	2280-2¼ 786 (800-2¼)	NA
CIRCLING	2280-1 783 (800-1)	2280-1¼ 783 (800-1¼)	2280-2¼ 783 (800-2¼)	NA



RNAV (GPS) RWY 18

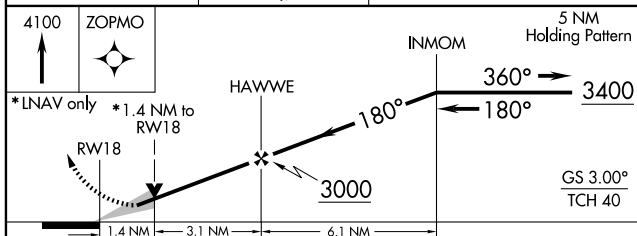
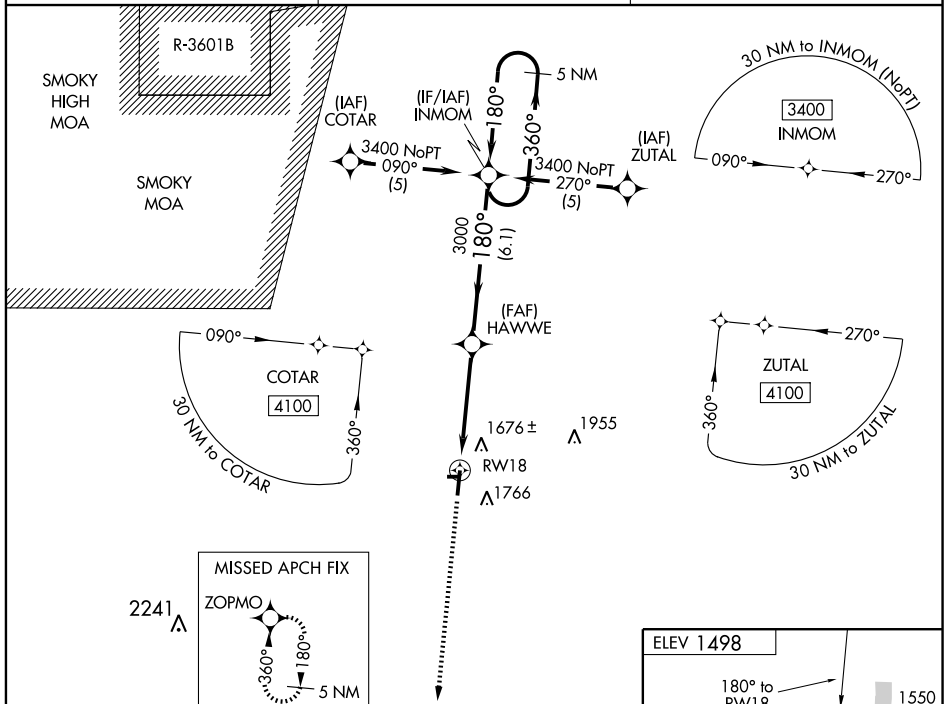
MC PHERSON (MPR)

WAAS CH 99505 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5502 1497 1498
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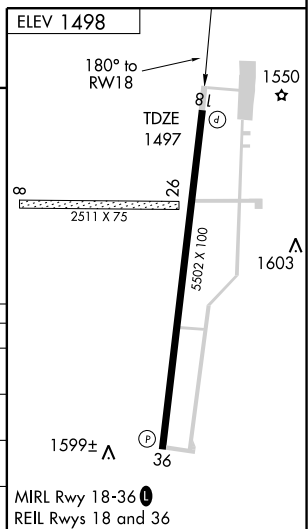
▼ If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct ZOPMO and hold.

AWOS-3 119.025	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1826-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	2029-2	532 (600-2)		NA
LNAV MDA	1980-1	483 (500-1)	1980-1¼ 483 (500-1¼)	NA
CIRCLING	2080-1	582 (600-1)	2080-1½ 582 (600-1½)	NA



RNAV (GPS) RWY 36

MC PHERSON (MPR)

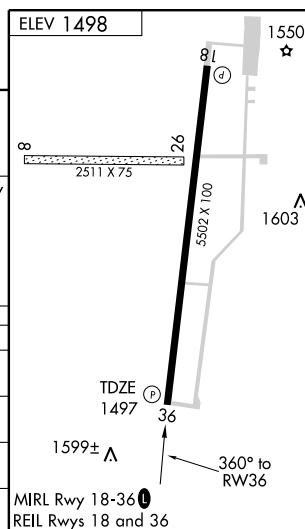
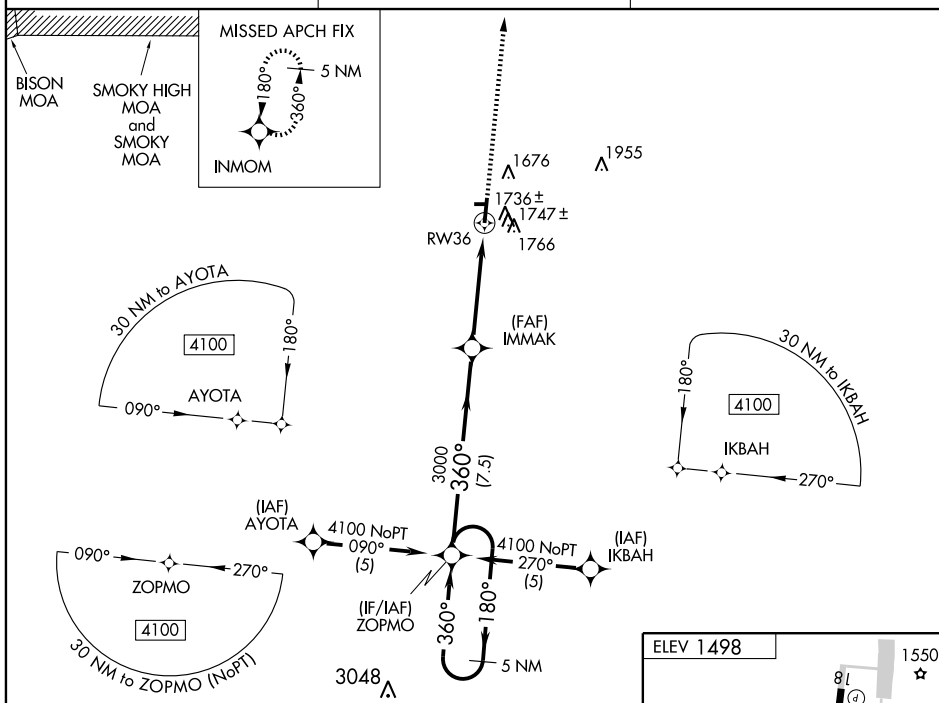
▼ If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct INMOM and hold.

AWOS-3
119.025

WICHITA APP CON
125.5 306.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1747-3/4 250 (300-3/4)			NA
LNAV/VNAV DA	1973-13/4 476 (500-13/4)			NA
LNAV MDA	2020-1 523 (600-1)	2020-1 1/2 523 (600-1 1/2)		NA
CIRCLING	2080-1 582 (600-1)	2080-1 1/2 582 (600-1 1/2)		NA

VOR/DME HUT 116.8 Chan 115	APP CRS 020°	Rwy Idg TDZE Apt Elev	5500 1497 1497
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VOR/DME RWY 36

MC PHERSON (MPR)

V Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

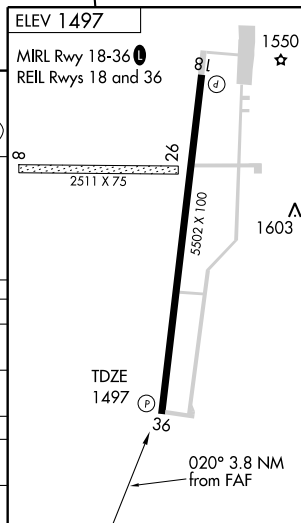
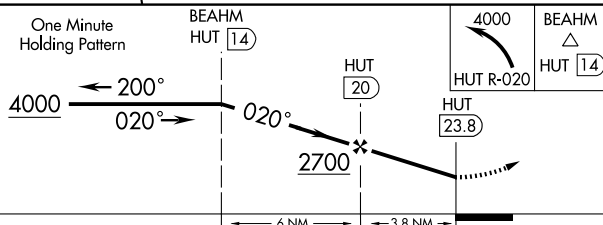
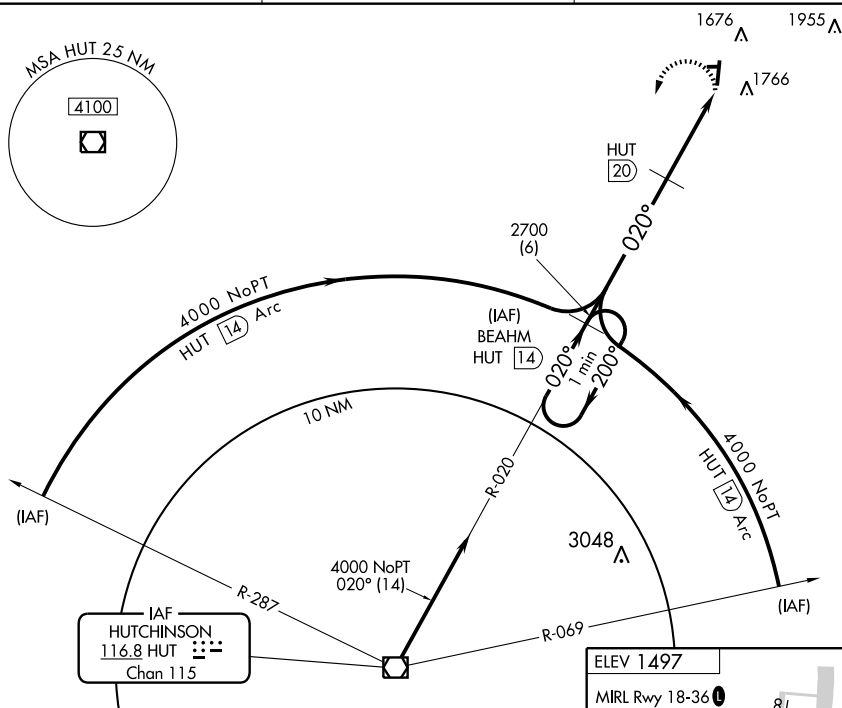
NA

MISSED APPROACH: Climbing left turn to 4000 via HUT R-020 to BEAHM HUT 14 DME and hold.

AWOS-3
119.025

WICHITA APP CON
125.5 306.2

UNICOM
122.8 (CTAF)

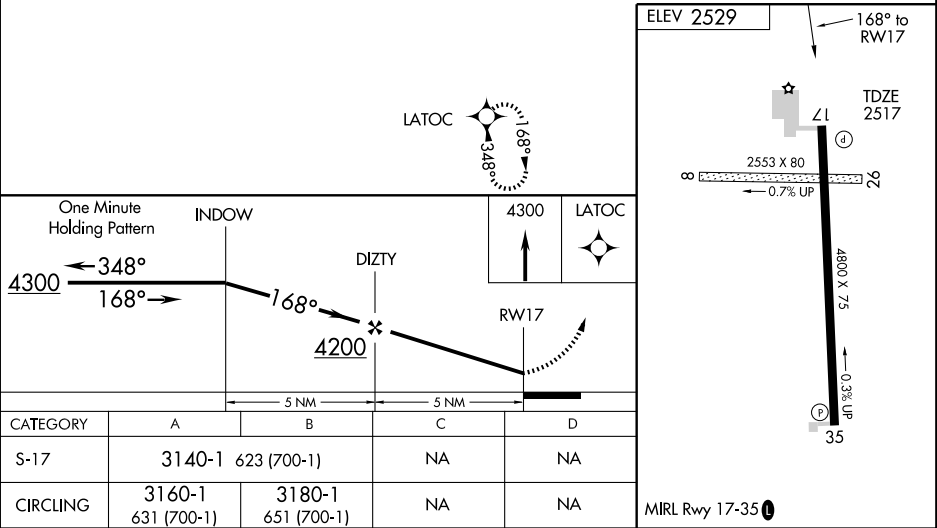
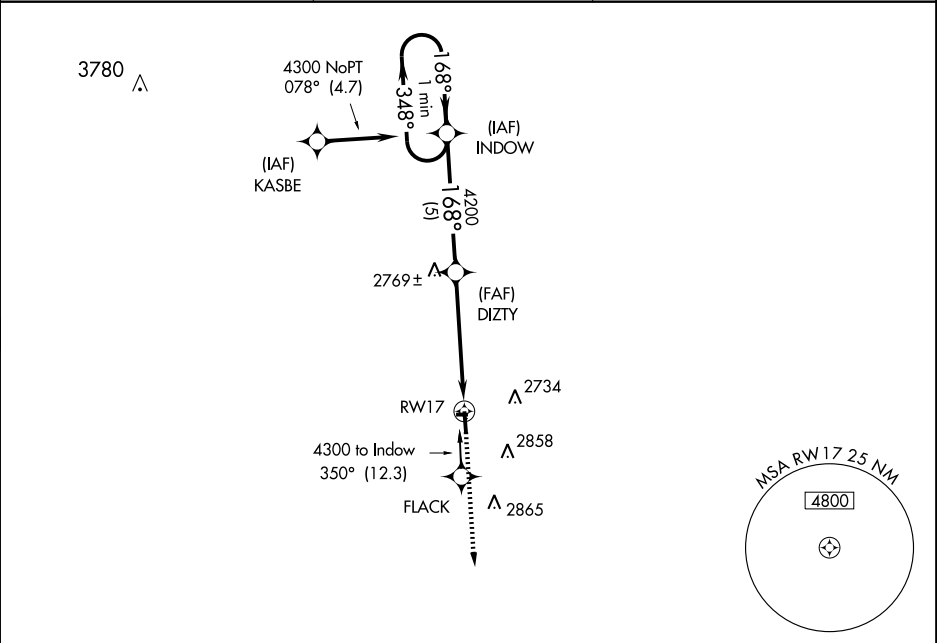


CATEGORY	A	B	C	D
S-36	2020-1 523 (600-1)	2020-1¼ 523 (600-1¼)	2020-1½ 523 (600-1½)	NA
CIRCLING	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-36	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
CIRCLING	2220-1 723 (800-1)	2220-1¼ 723 (800-1¼)	2220-2 723 (800-2)	NA

APP CRS	Rwy Idg	4800
168°	TDZE	2517
	Apt Elev	2529

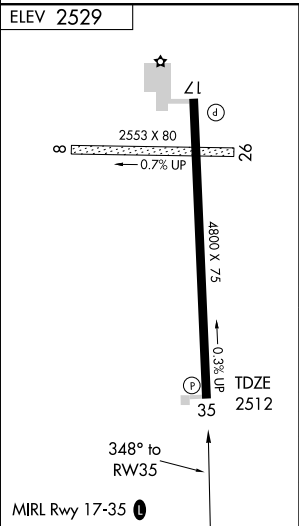
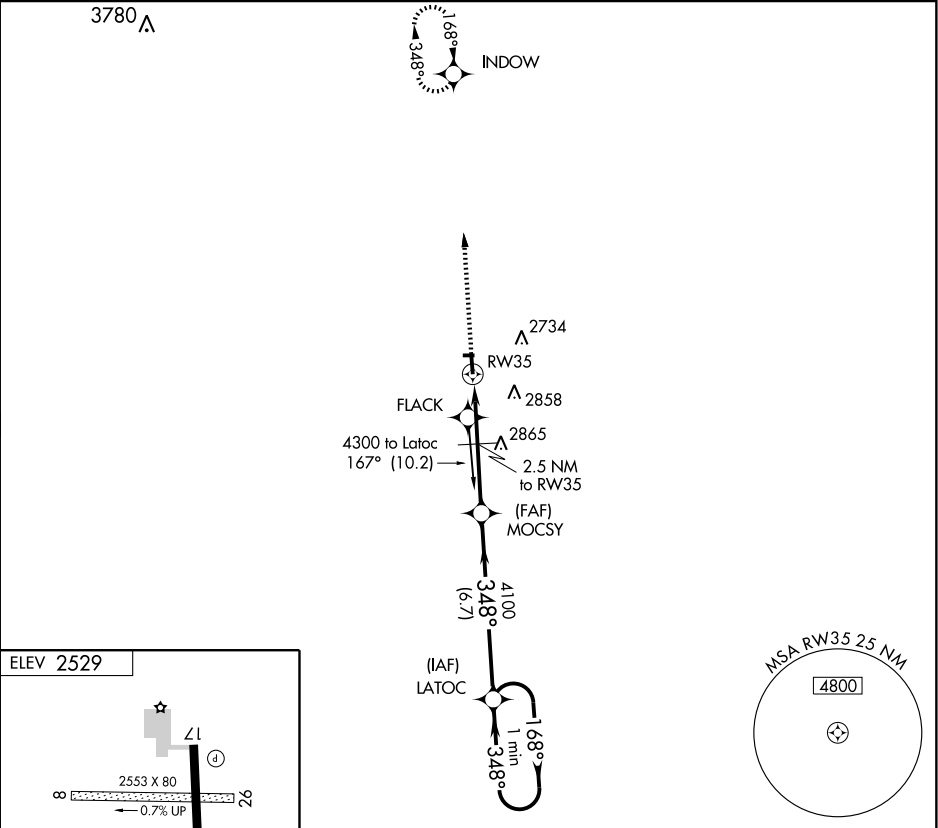
<div>▲ NA</div> <div>Use Liberal altimeter setting.</div>	MISSED APPROACH: Climb to 4300 direct LATOC WP and hold.
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AWOS-3 119.425	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	4800
348°	TDZE	2512
	Apt Elev	2529

<div>▲ NA</div> <div>Use Liberal altimeter setting.</div>		MISSED APPROACH: Climb to 4300 direct INDOW WP and hold.
AWOS-3 119.425	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0



<div>4300</div> <div>INDOW</div>		<div>LATOC</div> <div>One Minute Holding Pattern</div>		
<div>2.5 NM to RW35</div> <div>MOCSY</div> <div>3300</div> <div>4100</div>		<div>168°</div> <div>348°</div> <div>4300</div>		
<div>2.5 NM</div> <div>2.5 NM</div> <div>6.7 NM</div>				
CATEGORY	A	B	C	D
S-35	3020-1	508 (500-1)	NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA

APP CRS	Rwy Idg	3405
175°	TDZE	1489
	Apt Elev	1489

RNAV (GPS) RWY 17

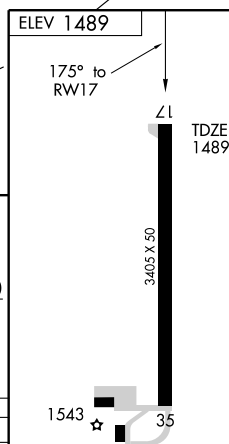
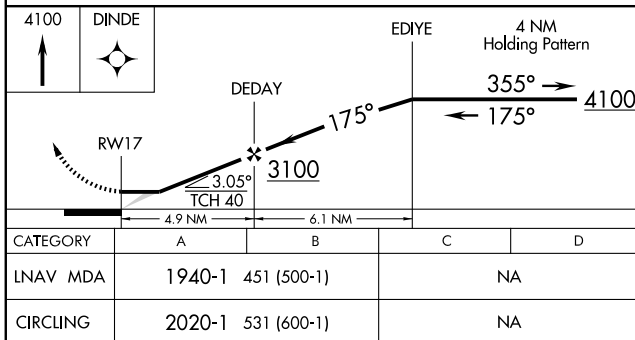
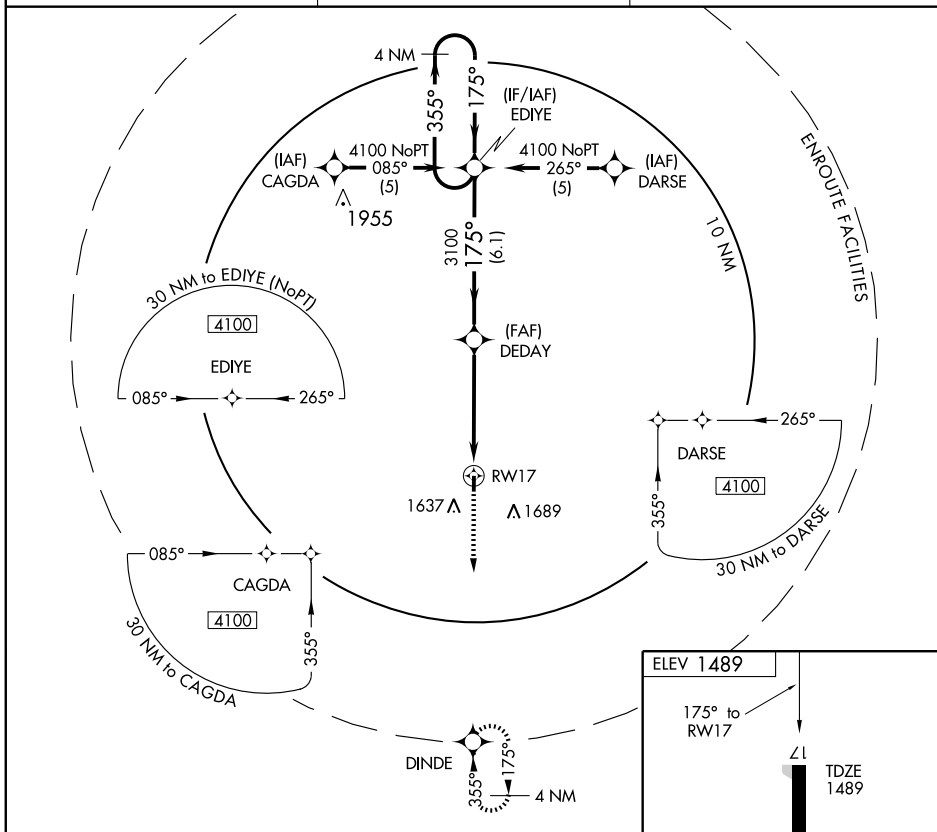
A NA	Use McPherson altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
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MISSED APPROACH: Climb to 4100 direct
DINDE WP and hold.

McPHERSON AWOS-3
119.025

WICHITA APP CON
125.5 306.2

CTAF
122.9



LJRL Rwy 17-35

APP CRS
355°

Rwy Idg
TDZE
Apt Elev

3405
1488
1489

RNAV (GPS) RWY 35

MOUNDRIAGE MUNI (47K)

NA

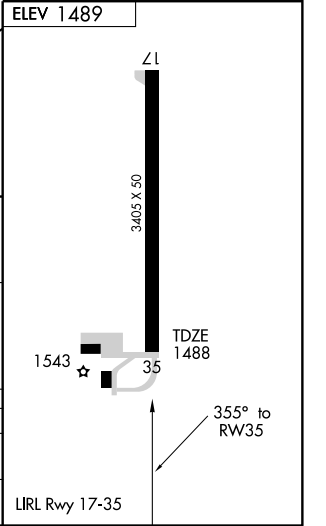
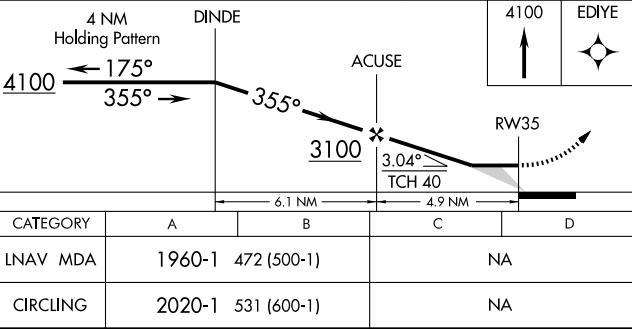
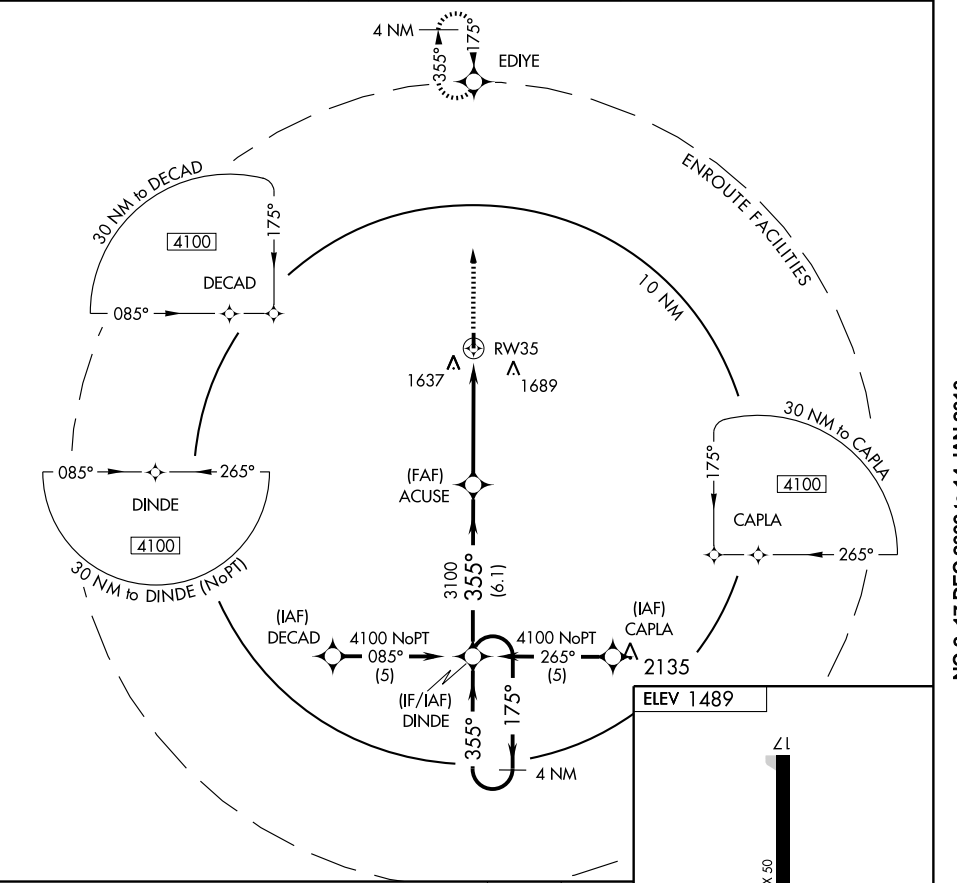
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use McPherson altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4100 direct EDIYE WP and hold.

McPHERSON AWOS-3
119.025

WICHITA APP CON
125.5 306.2

CTAF
122.9



CATEGORY	A	B	C	D
LNAV MDA	1960-1	472 (500-1)	NA	
CIRCLING	2020-1	531 (600-1)	NA	

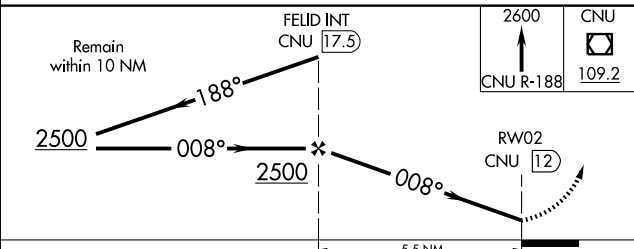
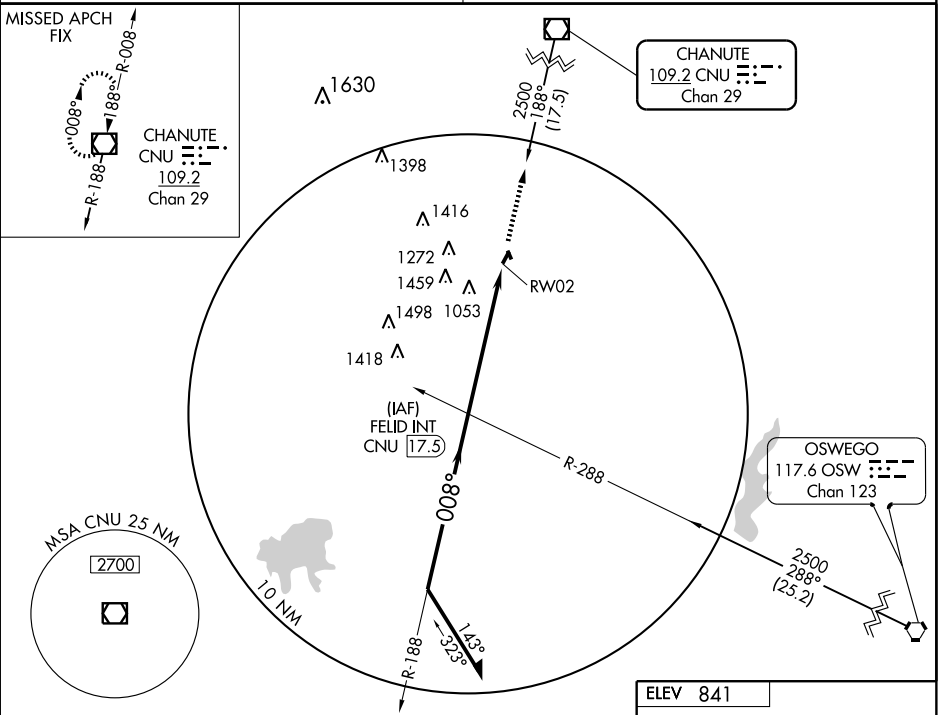
LIRL Rwy 17-35

355° to RW35

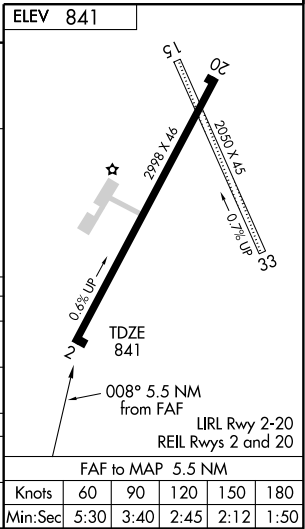
VOR/DME CNU	APP CRS	Rwy Idg	2998
109.2	008°	TDZE	841
Chan 29		Apt Elev	841

VOR or GPS RWY 2
NEODESHA MUNI (2K7)

▲ NA Use Chanute altimeter setting; when not received, use Joplin Rgnl altimeter setting.	MISSED APPROACH: Climb to 2600 via CNU R-188 to CNU VOR/DME and hold.
KANSAS CITY CENTER 132.9 279.5	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-2	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA
CIRCLING	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA
JOPLIN RGNL ALTIMETER SETTING MINIMUMS				
S-2	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA



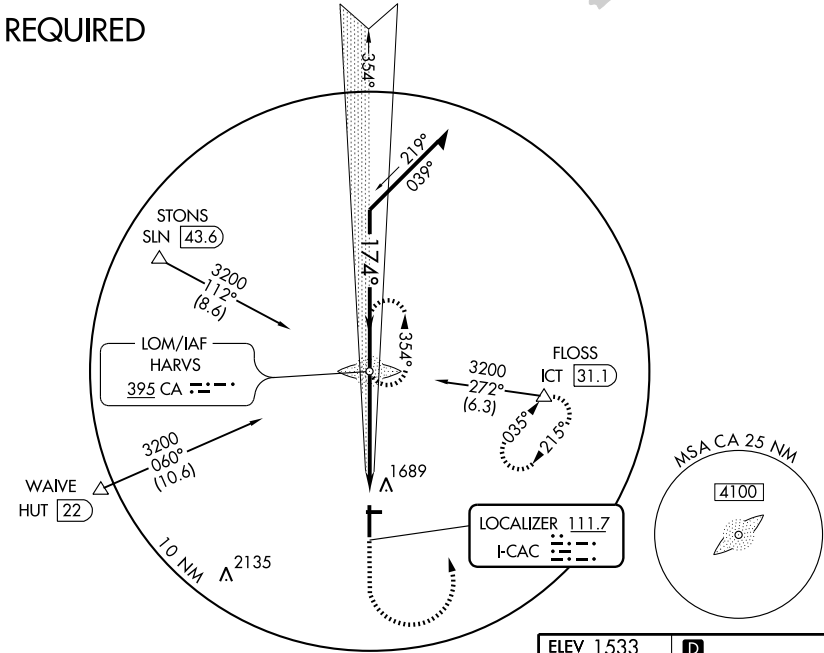
LOC I-CAC 111.7	APP CRS 174°	Rwy Idg TDZE Apt Elev	6705 1530 1533
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ILS or LOC RWY 17
NEWTON-CITY-COUNTY (E/WK)

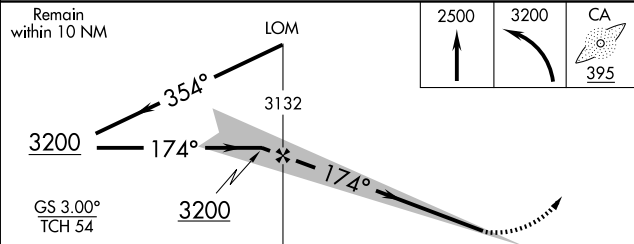
A If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase DA to 1817/MDAs 100 feet. For inoperative MALSR increase S-LOC 17 Cat D visibility to 1¼ mile. ADF Required.	MALSR	MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct HARVS LOM and hold.
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AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 1
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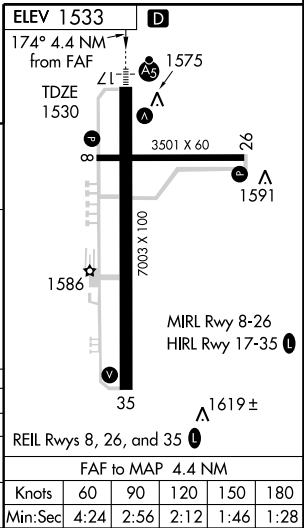
ADF REQUIRED



2498





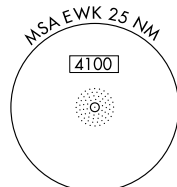
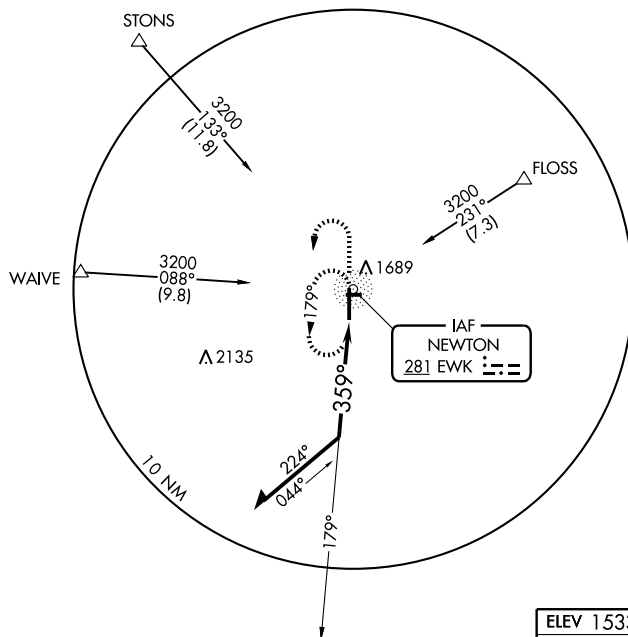
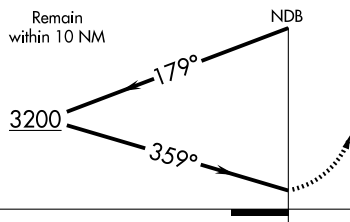
CATEGORY	A	B	C	D
S-ILS 17	1730-½ 200 (200-½)			
S-LOC 17	1900-½ 370 (400-½)			1900-¾ 370 (400-¾)
CIRCLING	2000-1 467 (500-1)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)	



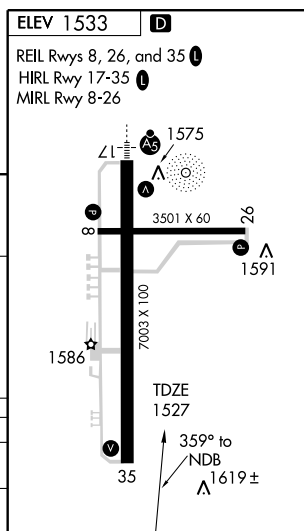
NDB EWK <u>281</u>	APP CRS 359°	Rwy Idg TDZE Apt Elev	7003 1527 1533
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NDB RWY 35
NEWTON-CITY-COUNTY (EWK)

 NA		MISSED APPROACH: Climb to 2500, then climbing left turn to 3200 direct EWK NDB and hold.	
AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 


$$\Lambda_{2549}^{\Lambda_{2549}}$$


CATEGORY	A	B	C	D
S-35	1960-1	433 (500-1)	1960-1¼ 433 (500-1¼)	1960-1½ 433 (500-1½)
CIRCLING	2000-1	467 (500-1)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)



WAAS CH 50109 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	6705 1530 1533
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RNAV (GPS) RWY 17

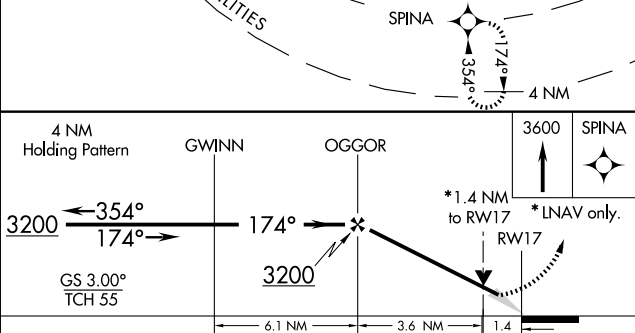
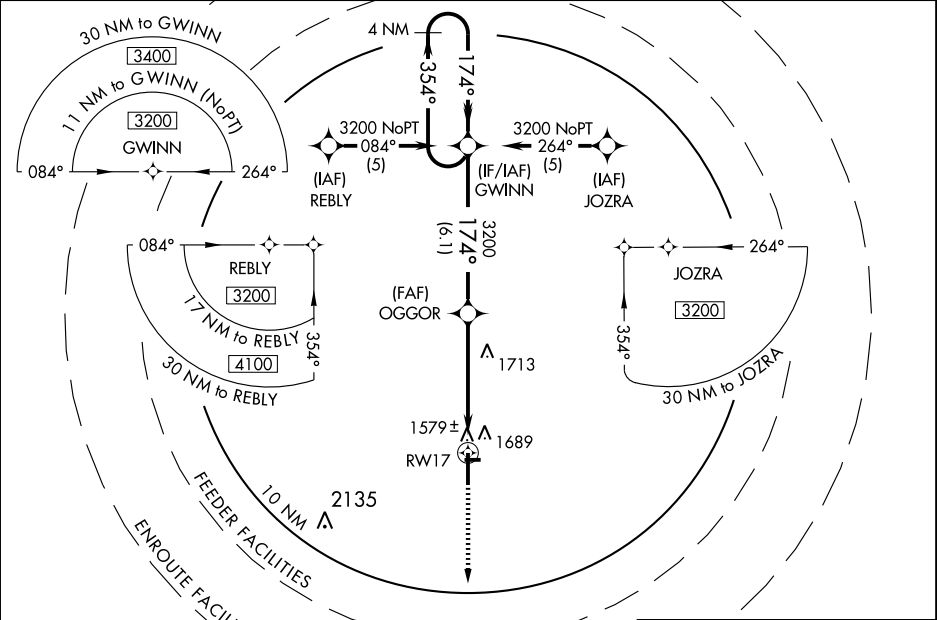
NEWTON-CITY-COUNTY (E'WK)

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DAs/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting. For inoperative MALSR, increase LPV visibility to 1.

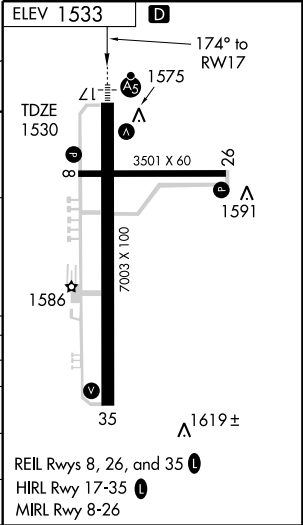
MALSR

MISSED APPROACH: Climb to 3600 direct SPINA and hold.

AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1791-½	261 (300-½)		
LNAV/VNAV DA	NA			
LNAV MDA	2020-½ 490 (500-½)	2020-¾ 490 (500-¾)	2020-1 490 (500-1)	
CIRCLING	2020-1 487 (500-1)	2020-1½ 487 (500-1½)	2100-2 567 (600-2)	

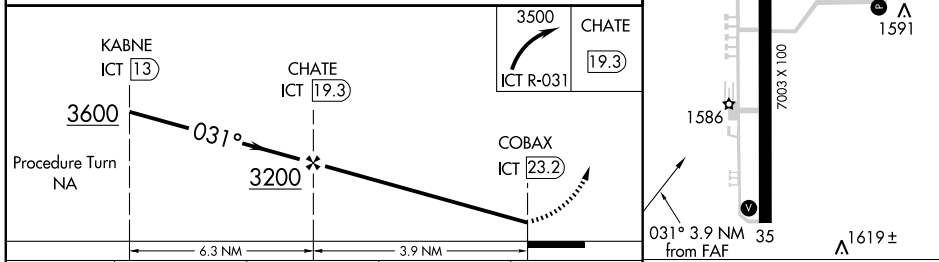
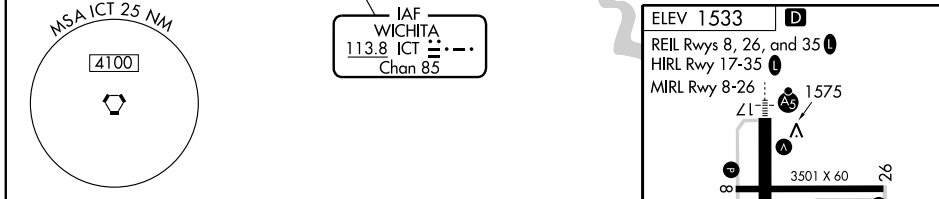
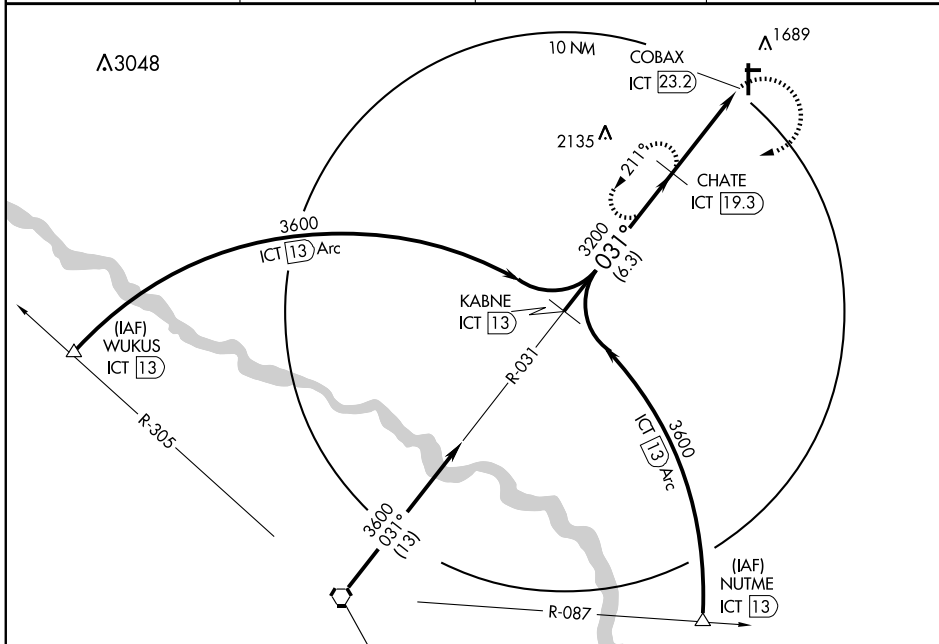


VORTAC ICT	APP CRS	Rwy Idg	N/A
113.8	031°	TDZE	N/A
Chan 85		Apt Elev	1533

VOR/DME-A

NEWTON-CITY-COUNTY (E/WK)

<p>▲ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 100 feet.</p>		<p>MISSED APPROACH: Climbing right turn to 3500 via ICT R-031 to CHATE 19.3 DME and hold.</p>	
AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 3.9 NM					
CIRCLING	2000-1 467 (500-1)	2000-1½ 467 (500-1½)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)	Knots	60	90	120	150	180
					Min:Sec	3:54	2:36	1:57	1:34	1:18

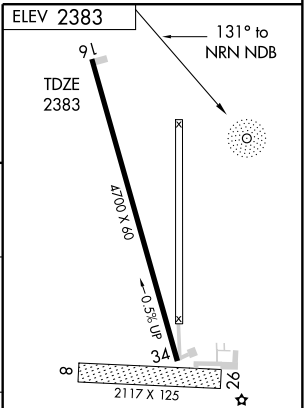
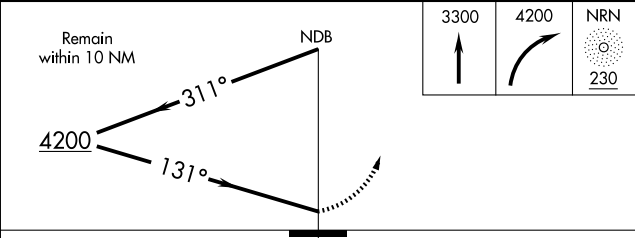
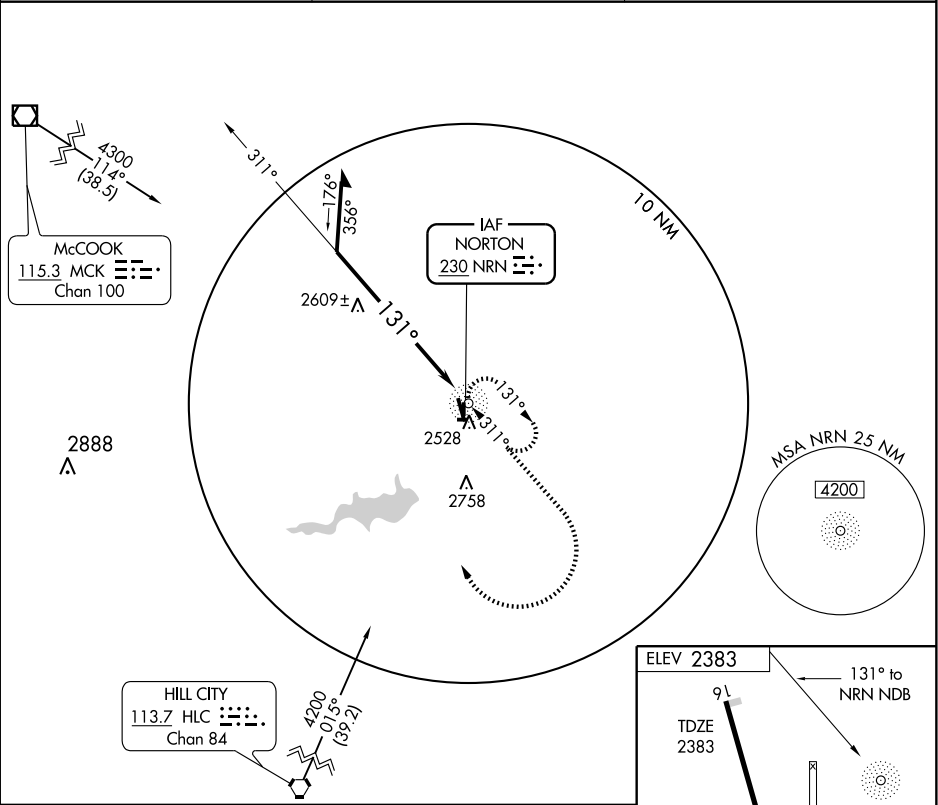
NDB RWY 16
NORTON MUNI (NRN)

NDB NRN 230	APP CRS 131°	Rwy Idg TDZE Apt Elev 4700 2383 2383
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If local altimeter not received, use Hill City altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300, then climbing right turn to 4200 direct NRN NDB and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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CATEGORY	A	B	C	D
S-16	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA
CIRCLING	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA

HIRL Rwy 16-34	Knots	60	90	120	150	180
	Min:Sec					

NRN NDB
230APP CRS
351°

Rwy Idg	4700
TDZE	2375
Apt Elev	2383

NDB RWY 34
NORTON MUNI (NRN)

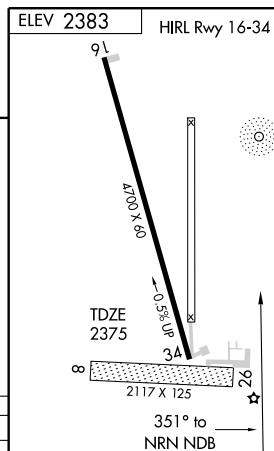
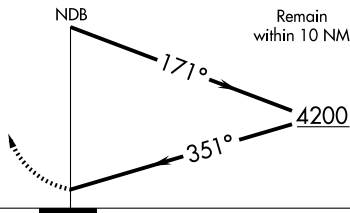
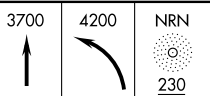
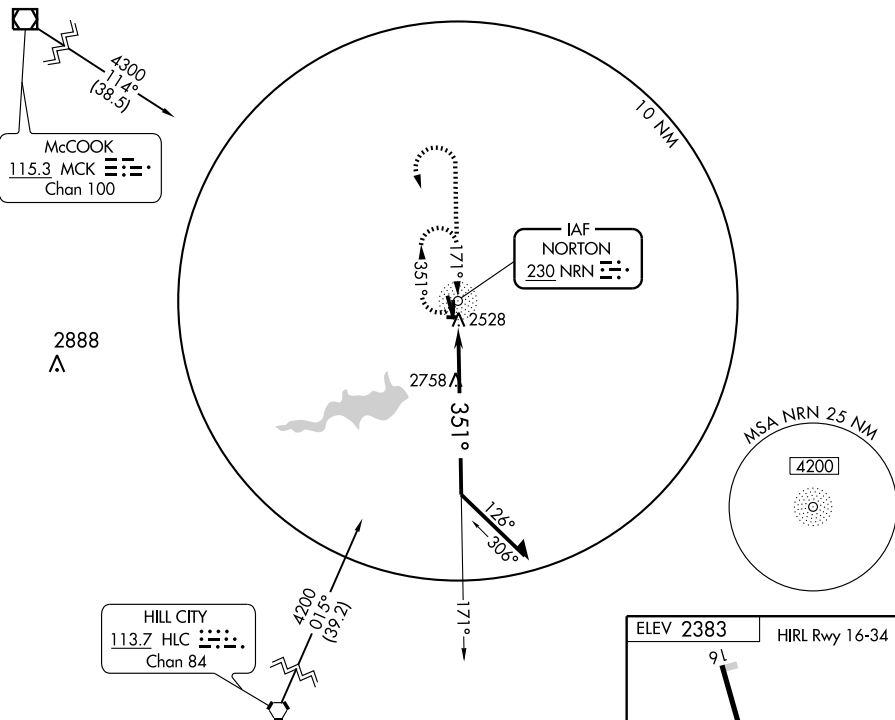
T If local altimeter not received, use Hill City altimeter
A NA setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3700, then climbing left turn to 4200 direct NRN NDB and hold.

AWOS-3
118.275

DENVER CENTER
132.5 379.15

CTAF
122.9



CATEGORY	A	B	C	D
S-34	3160-1 785 (800-1)	3160-1¼ 785 (800-1¼)	3160-2¼ 785 (800-2¼)	NA
CIRCLING	3160-1 777 (800-1)	3160-1¼ 777 (800-1¼)	3160-2¼ 777 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

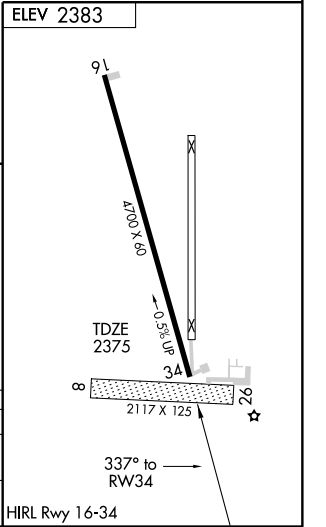
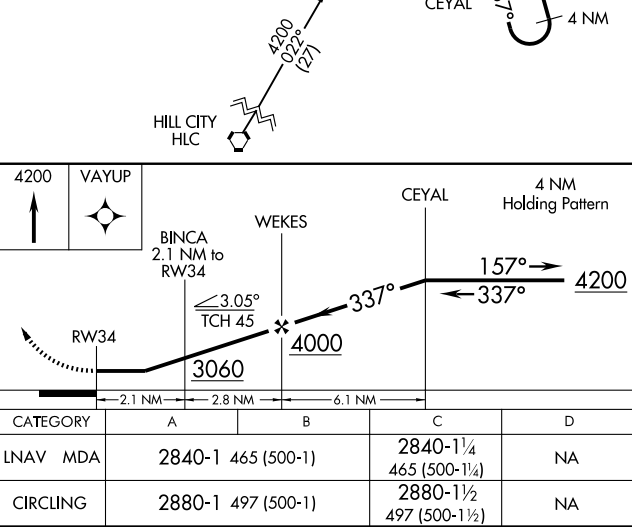
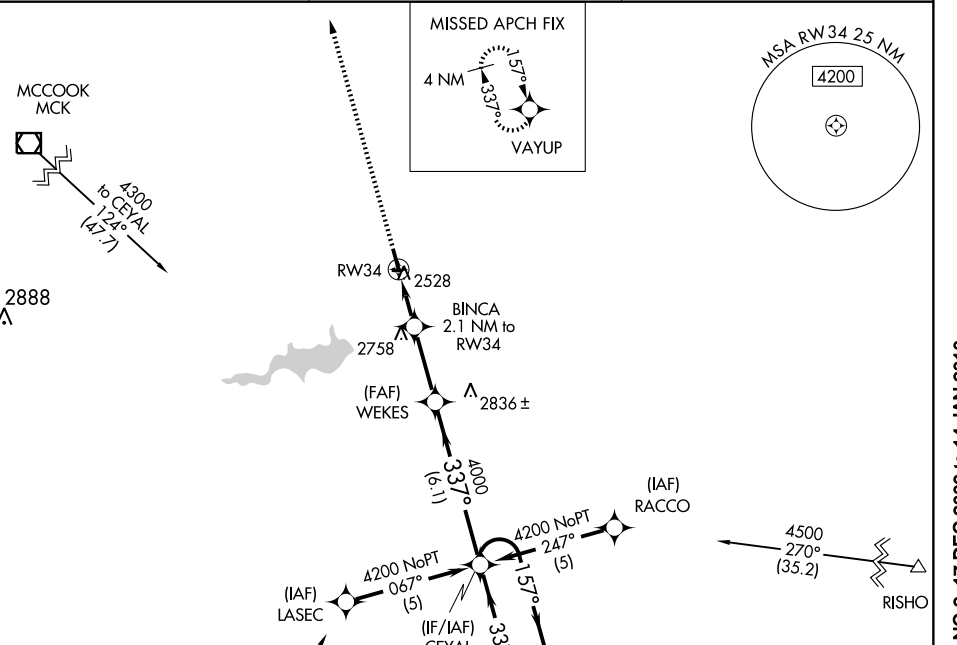
▽

NA

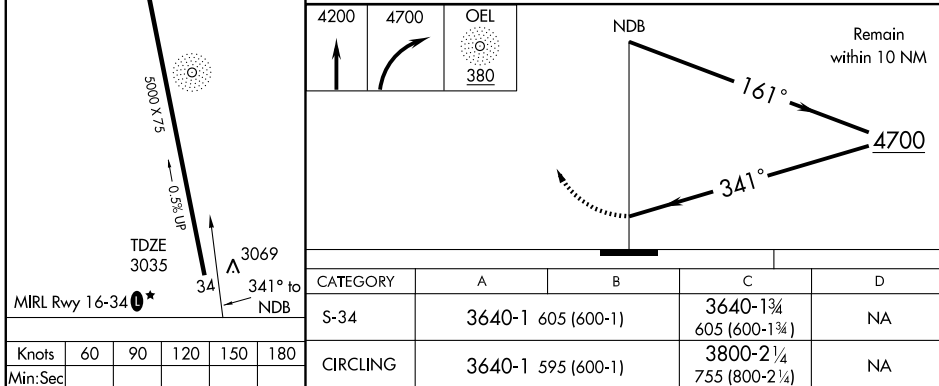
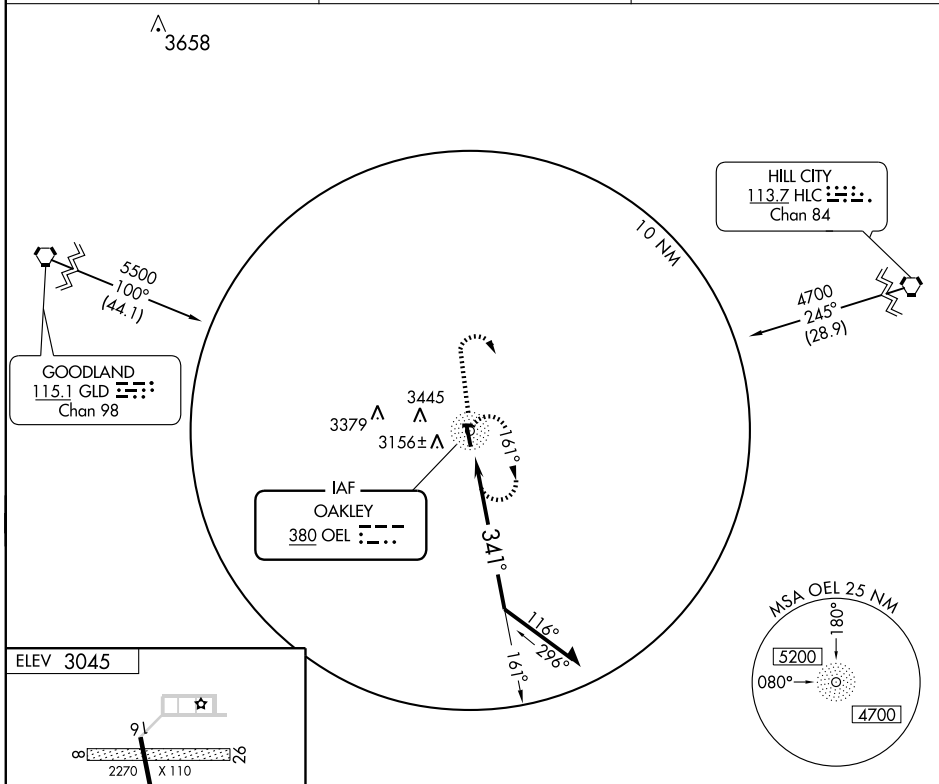
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hill City altimeter setting and increase all MDAs 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct VAYUP WP and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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AWOS-3 118.325	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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RNAV (GPS) RWY 34

OAKLEY MUNI (OEL)

WAAS
CH **69500**
W34A

APP CRS
341°

Rwy Idg
TDZE
Apt Elev **5000**
3035
3045

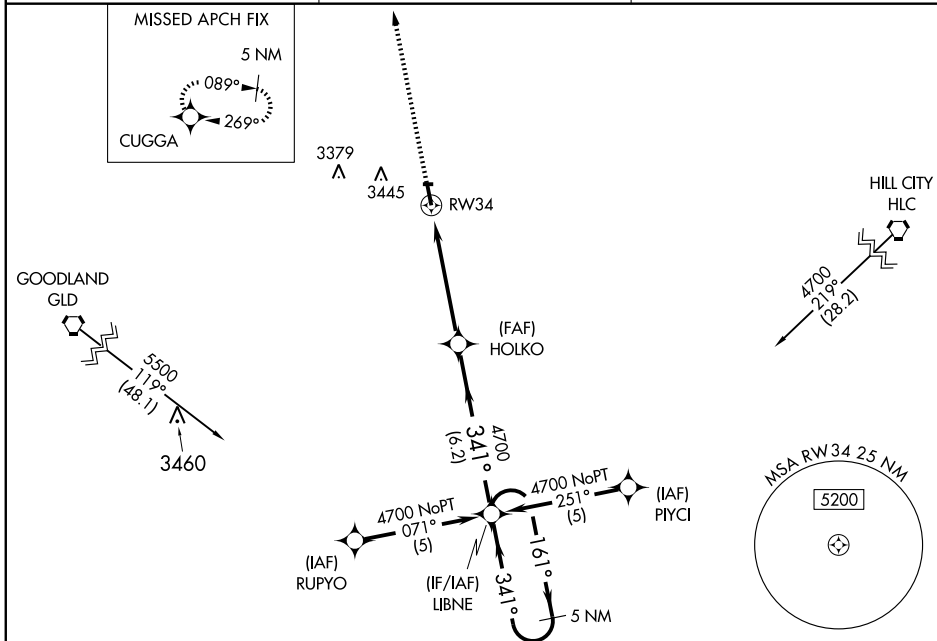
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting.

MISSED APPROACH: Climb to 4700 direct CUGGA and hold.

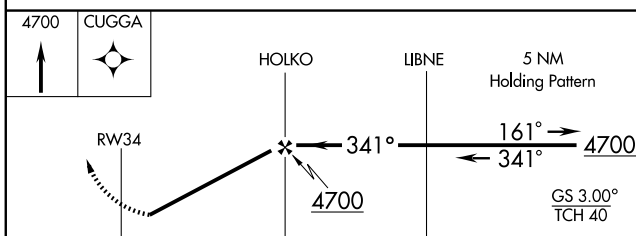
AWOS-3
118.325

DENVER CENTER
132.5 379.15

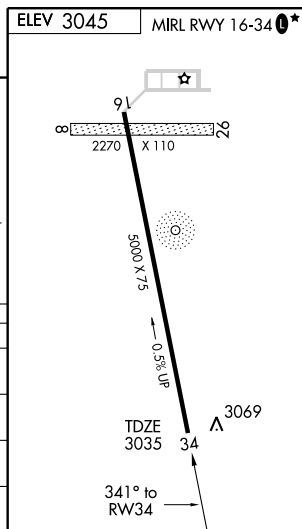
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival at HLC VORTAC on V216 northeast bound.
Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.



CATEGORY	A	B	C	D
LPV DA	3285-1	250 (300-1)		NA
LNAV/VNAV DA	3472-1½	437 (500-1½)		NA
LNAV MDA	3320-1	285 (300-1)		NA
CIRCLING	3480-1½ 435 (500-1½)	3500-1½ 455 (500-1½)	3800-2¼ 755 (800-2¼)	NA



NDB OIN
341

APP CRS
005°

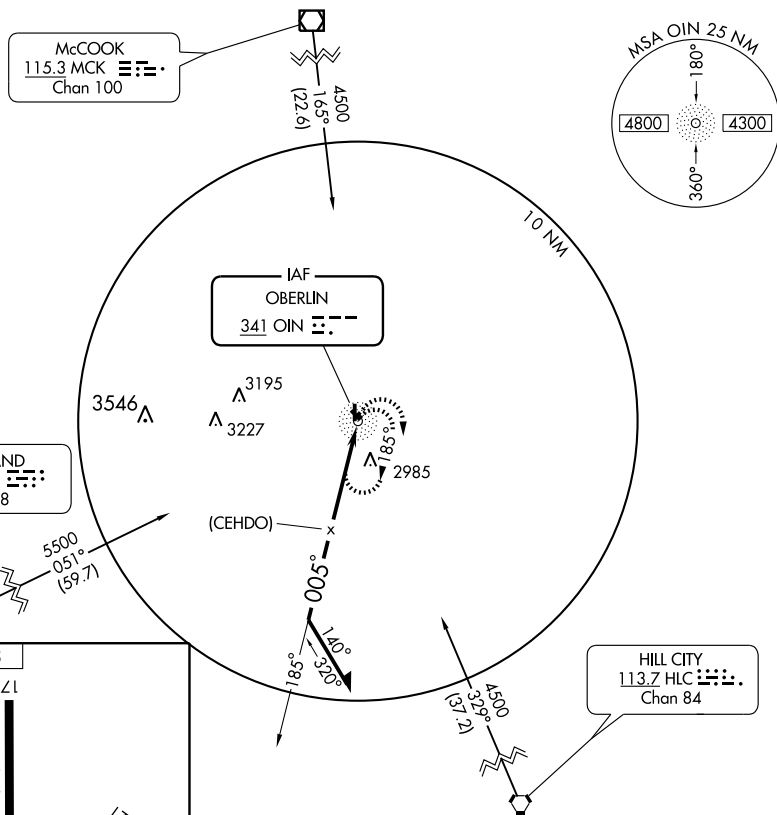
Rwy Idg	3793
TDZE	2703
Apt Elev	2703

NDB or GPS RWY 35

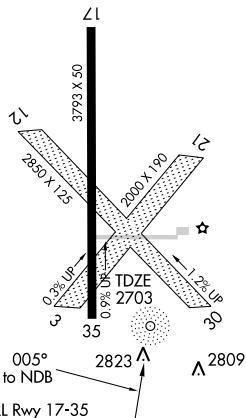
OBERLIN MUNI (OIN)

- T** Use McCook altimeter setting; when not available use Goodland altimeter setting and increase all MDAs 200 feet.
- A** NA

MISSED APPROACH: Climbing right turn to 4400 in OIN NDB holding pattern.

DENVER CENTER
132.5 379.15UNICOM
122.8 (CTAF)

ELEV 2703



HILL CITY
113.7 HLC 
Chan 84

Remain
within 10 NM

NDB

4400

OIN

4400 (CEHDO)

← 4

B

C

D

S-35

3420-1 717 (800-1)

3420-2
717 (800-2)

NA

CIRCLING

3420-1 717 (800-1)

3420-2
717 (800-2)

NA



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

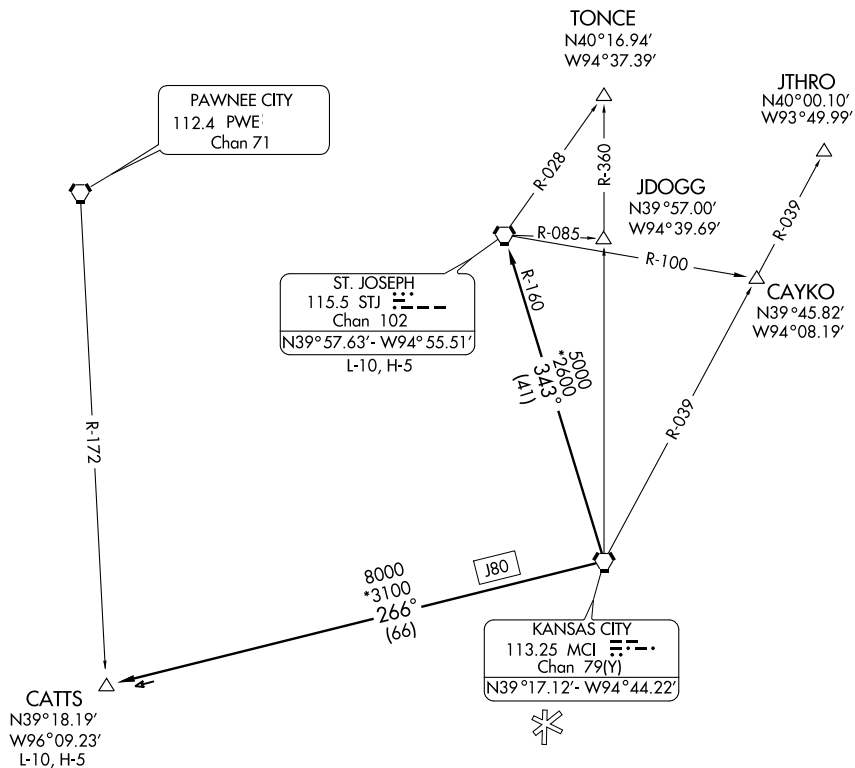
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON
118.9 294.7

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC/DME I-IXD 110.9 Chan 46	APP CRS 356°	Rwy Idg TDZE Apt Elev	7339 1066 1087
---	------------------------	-----------------------------	---

ILS or LOC RWY 36

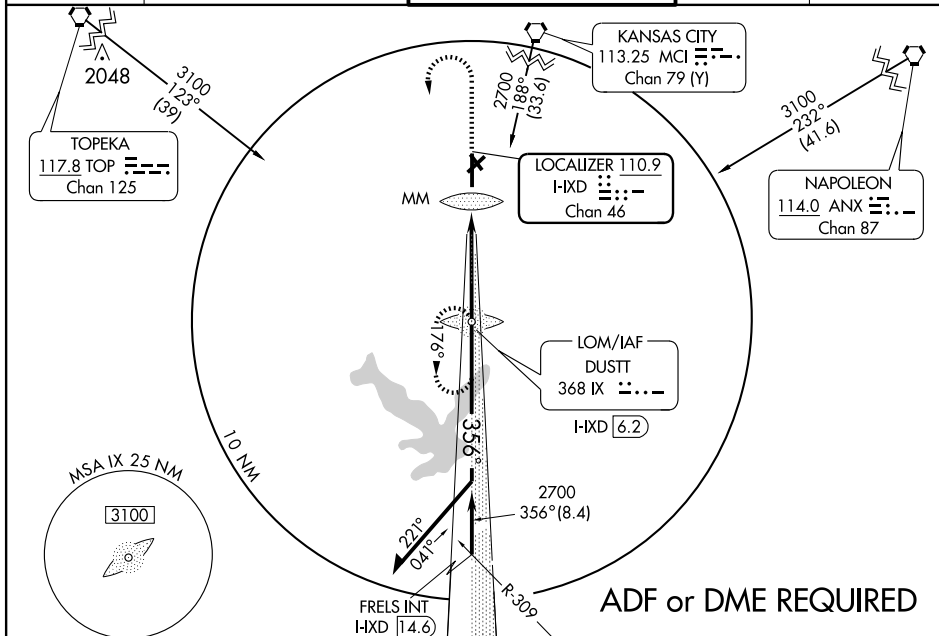
OLATHE/NEW CENTURY AIRCENTER (IXD)

▽ If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting. ADF required.

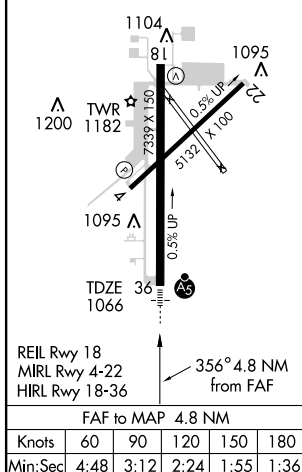
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct DUSTT LOM and hold.


ASOS 135.325	KANSAS CITY APP CON 118.9 294.7	NEW CENTURY TOWER ★ 133.0 (CTAF) 0	GND CON 124.3	UNICOM 122.95
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ELEV 1087




3000



IX



368



LOM

I-XD 6.2

2668

Remain within 10 NM

176°

2700

HXD 1.4

MM

I-XD 2.4

1263

0.5

0.5

3.8 NM

2700

GS 3.00°

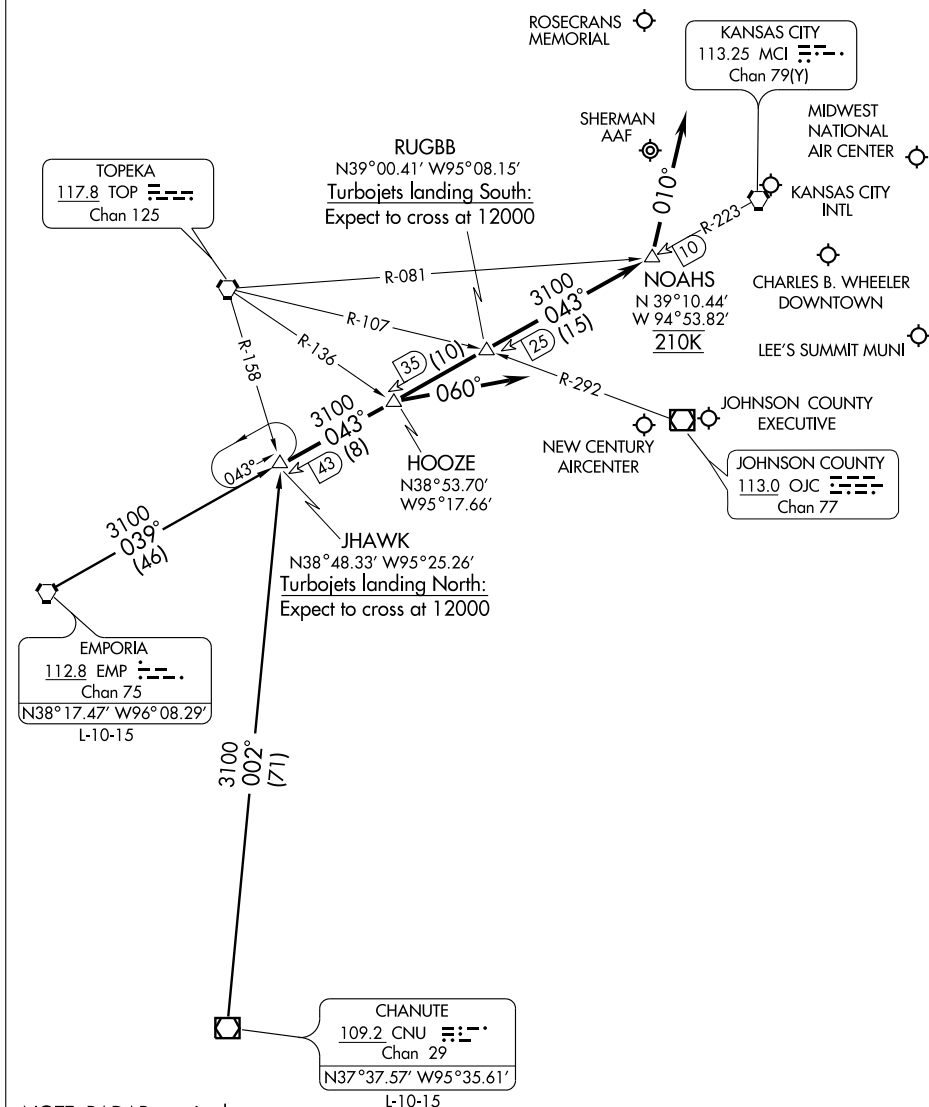
TCH 55

CATEGORY	A	B	C	D
S-ILS 36	1266-1/2 200 (200-1/2)			
S-LOC 36	1440-1/2 374 (400-1/2)			1440-3/4 374 (400-3/4)
CIRCLING	1560-1 473 (500-1)		1560-1 1/2 473 (500-1 1/2)	1640-2 553 (600-2)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

KANSAS CITY DEP CON
118.9 294.7

NOTE: Chart not to scale.

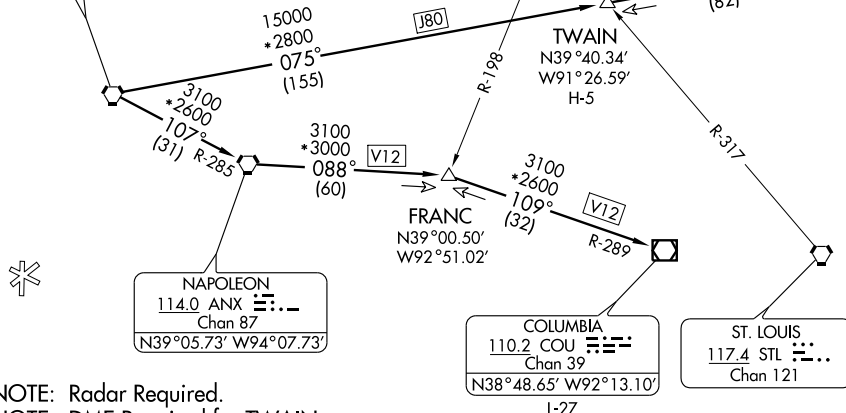
TAKEOFF MINIMUMS:

Rwy 4, 18, 22, 36: Standard.

KANSAS CITY
113.25 MCI Chan 79 (Y)
N39°17.12' W94°44.22'

MACON
112.9 MCM Chan 76

SPINNER
112.7 SPI Chan 74
N39°50.38' W89°40.66'
L-27, H-5



NOTE: Radar Required.

NOTE: DME Required for TWAIN
and SPINNER Transitions.

Takeoff Obstacles:

Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER, 125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL.

Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL.

Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline, 1088' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

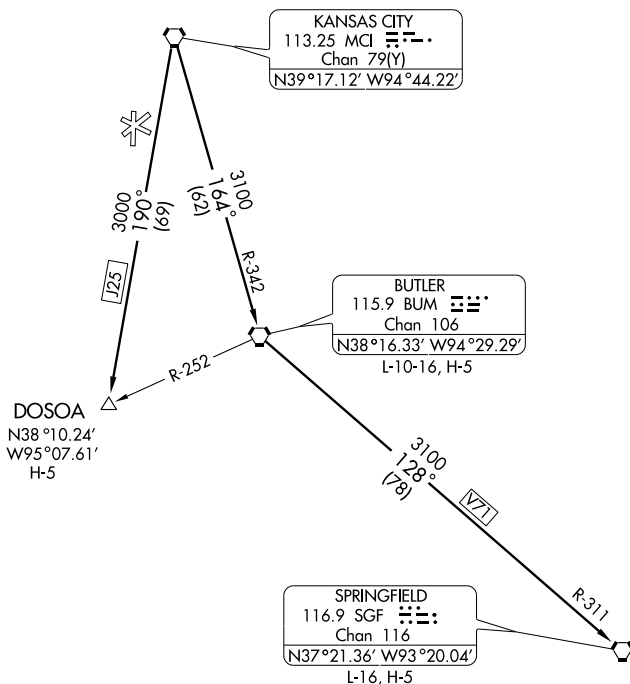
SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

RACER THREE DEPARTURE

KANSAS CITY DEP CON

118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS	Rwy Idg	7339
176°	TDZE	1085
	Apt Elev	1087

RNAV (GPS) RWY 18

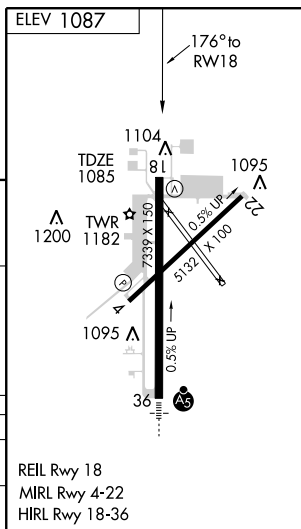
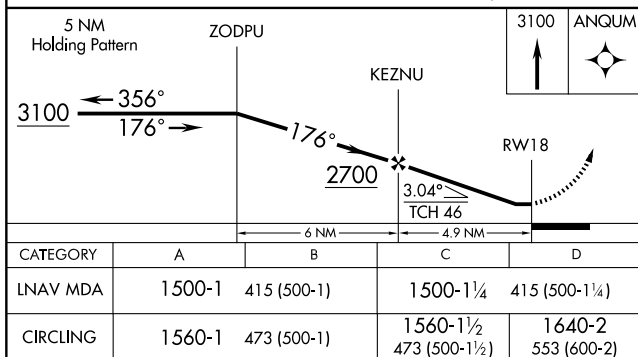
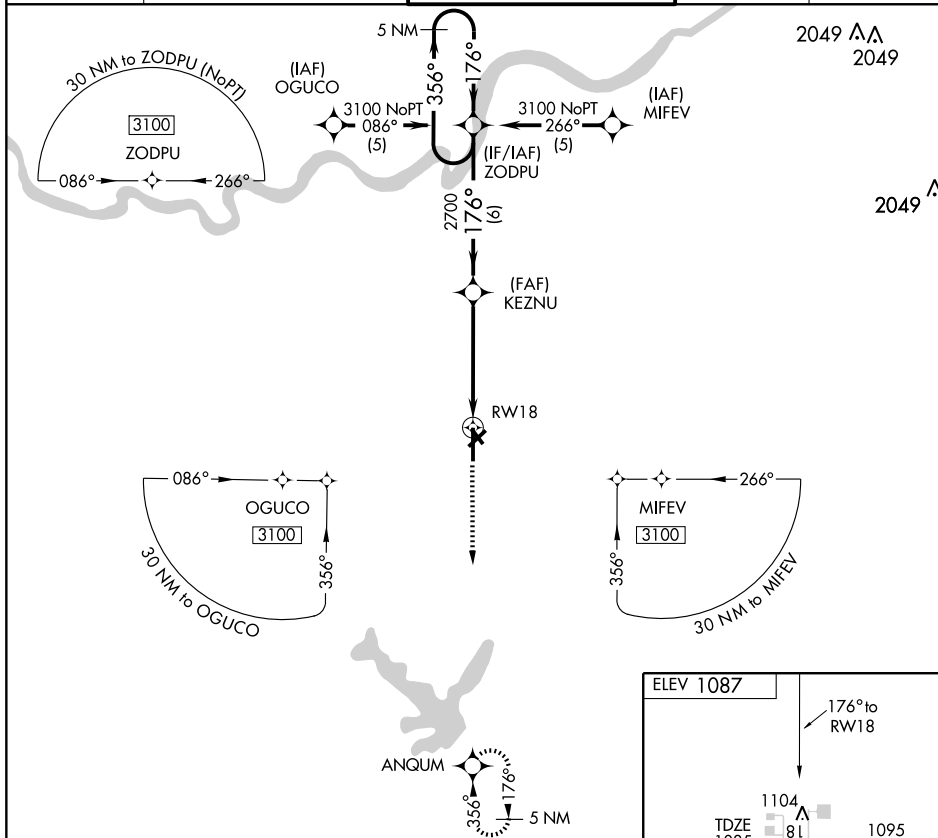
OLATHE/ NEW CENTURY AIRCENTER (IXD)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3100 direct ANQUM and hold.

ASOS 135.325	KANSAS CITY APP CON 118.9 294.7	NEW CENTURY TOWER ★ 133.0 (CTAF) 0	GND CON 124.3	UNICOM 122.95
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WAAS
CH 81807
W36A

APP CRS
356°

Rwy Idg	7339
TDZE	1066
Apt Elev	1087

RNAV (GPS) RWY 36

OLATHE/NEW CENTURY AIRCENTER (IXD)

T DME/DME RNP-0.3 NA. For inoperative MALS/R, increase LNAV Cat. D visibility to 1½ and LPV visibility to 1 all categories. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet.

A VDP NA with Johnson County Executive altimeter setting.



MISSED APPROACH: Climb to 3100 direct ZODPU and hold.

ASOS
135.325

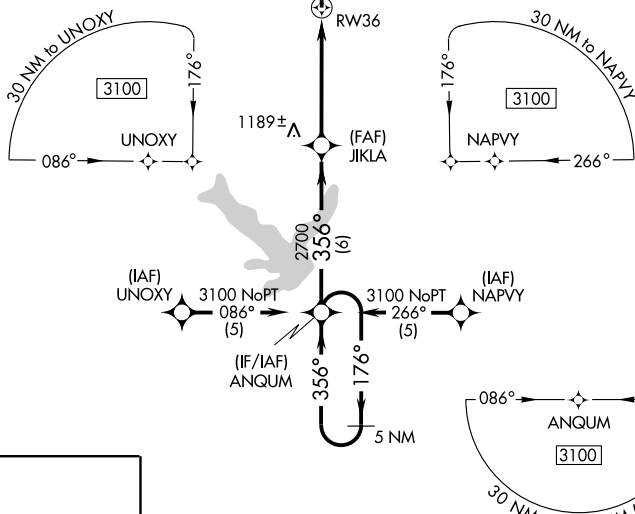
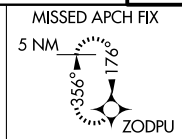
KANSAS CITY APP CON
118.9 294.7

NEW CENTURY TOWER ★
133.0 (CTAF) 0

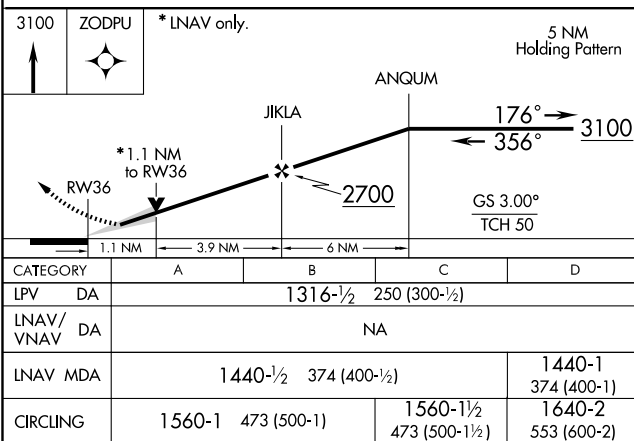
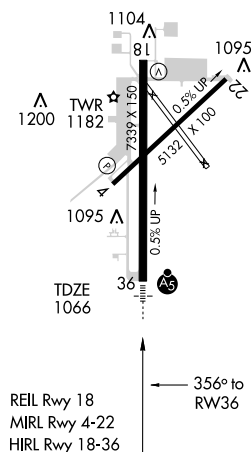
GND CON
124.3

UNICOM
122.95

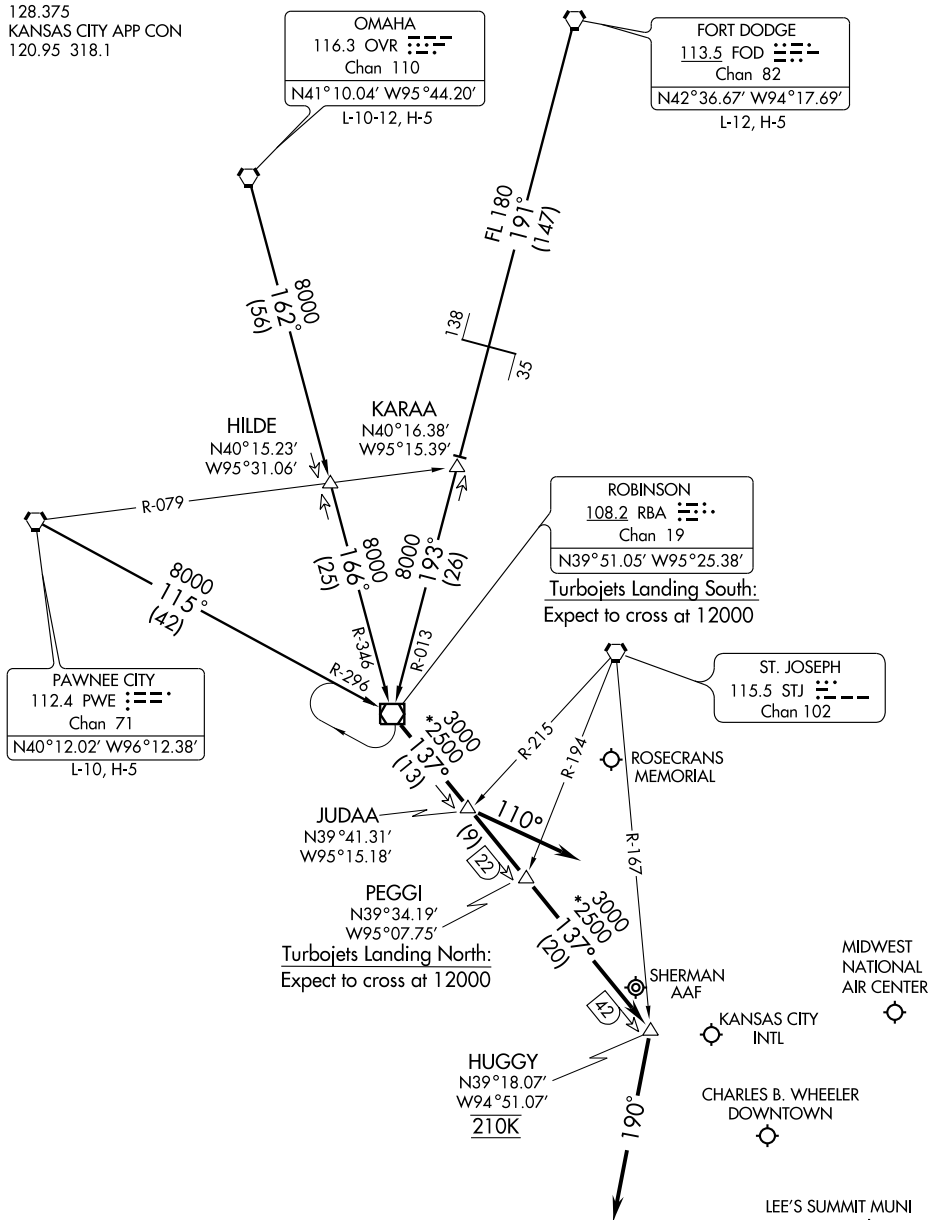
Λ 2048



ELEV 1087



KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTER 


**JOHNSON COUNTY
EXECUTIVE**

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

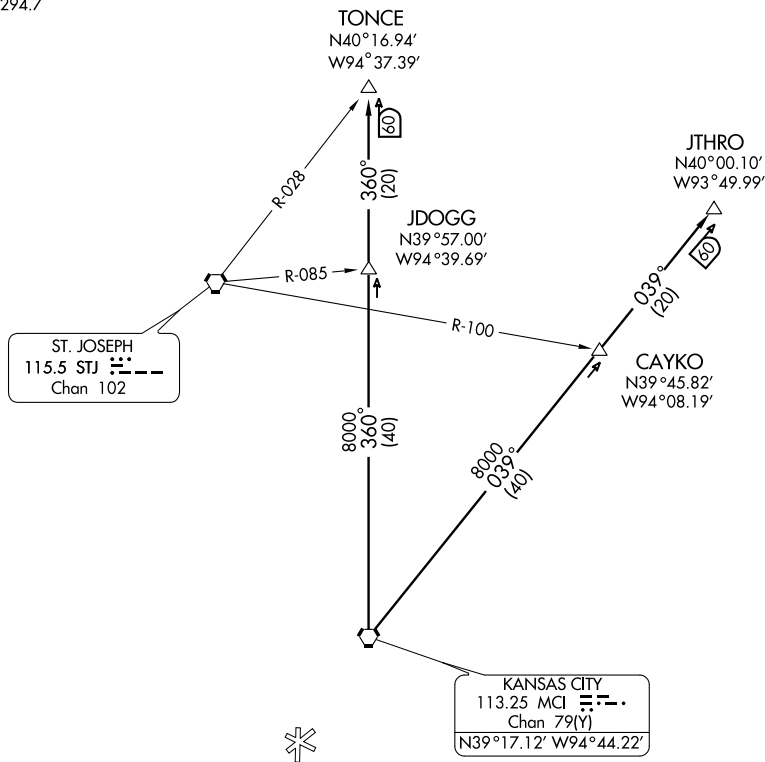
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

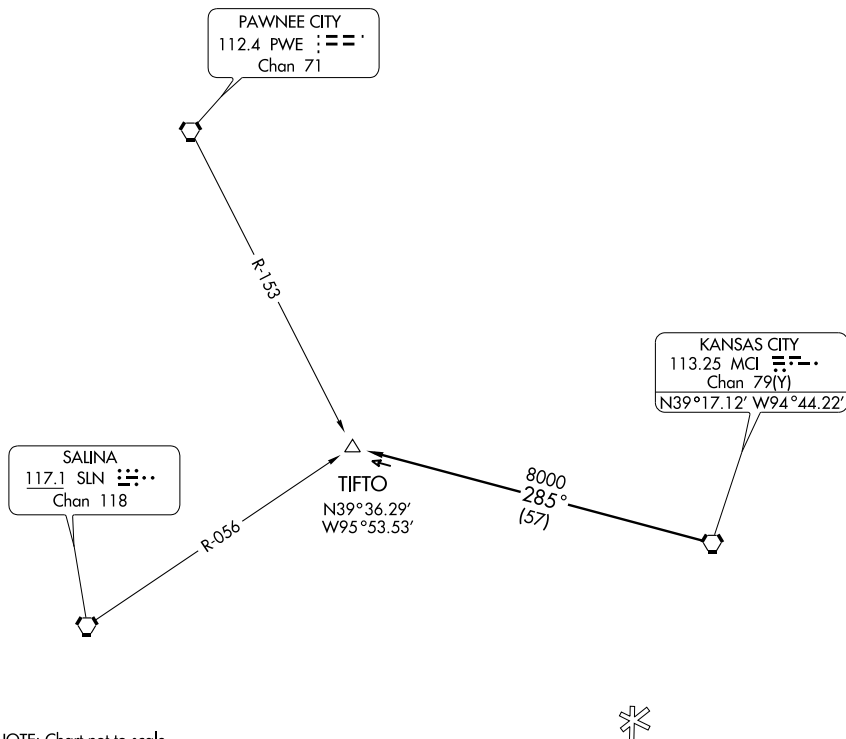
TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON
118.9 294.7



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

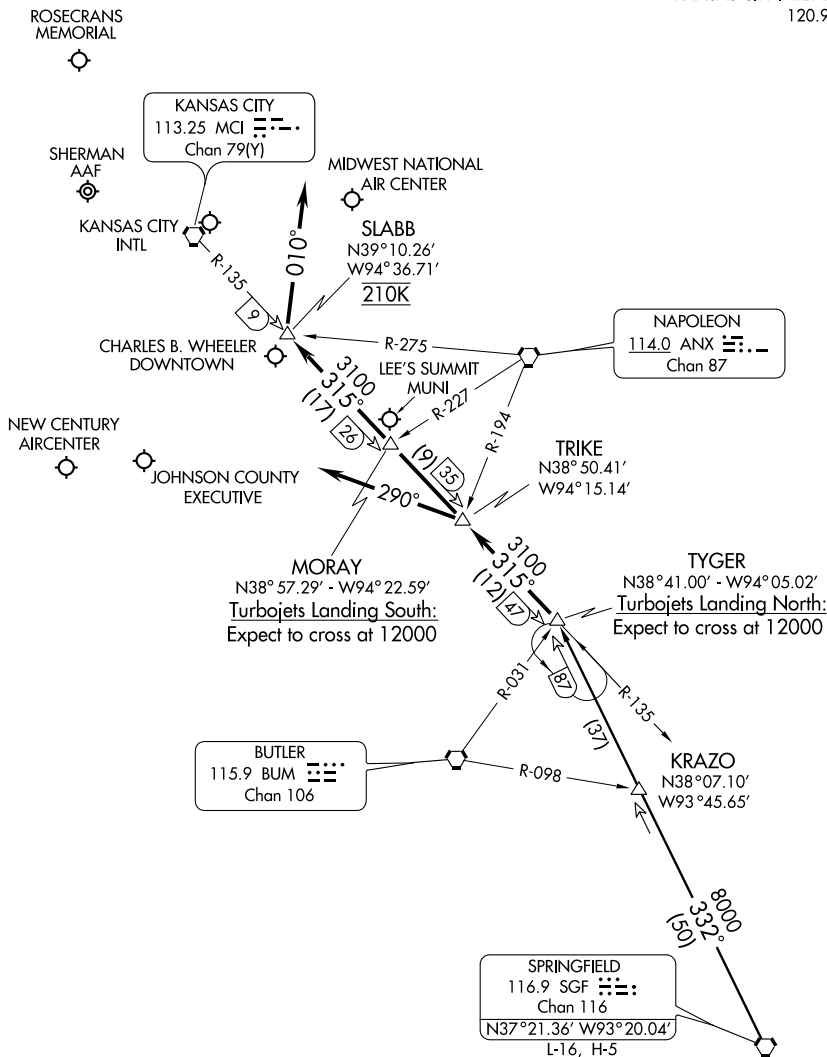
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

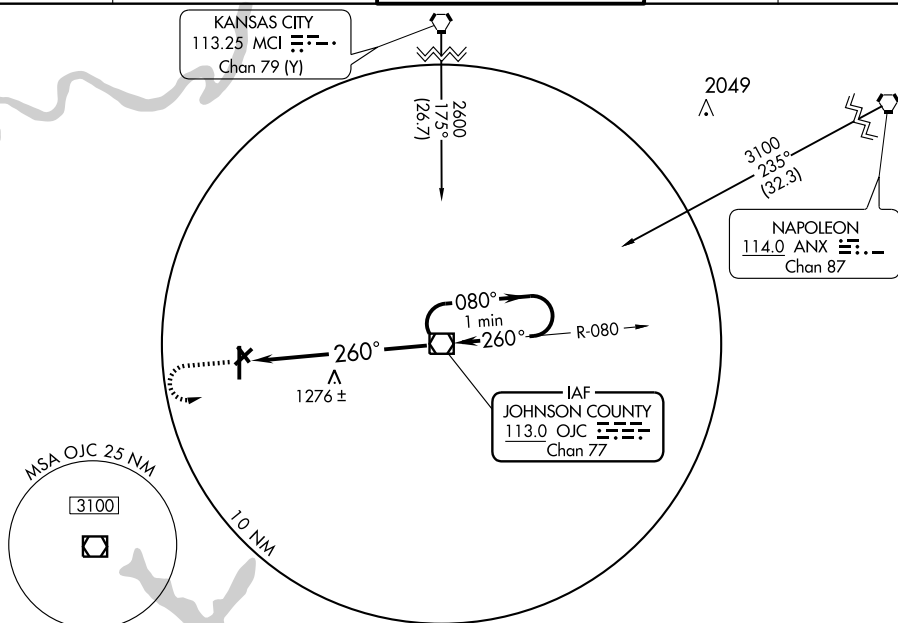
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

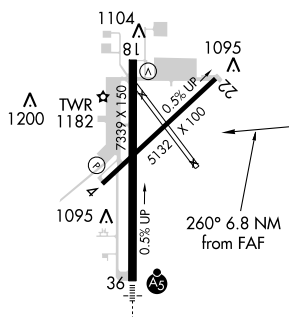
T If local altimeter setting not received, use Johnson County
A Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct OJC VOR/DME and hold.

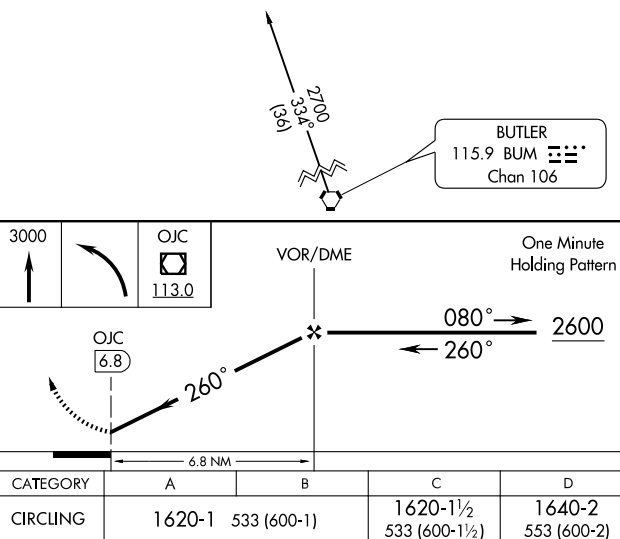
UNICOM
122.95

NC-2. 17 DEC 2009 to 14 JAN 2010

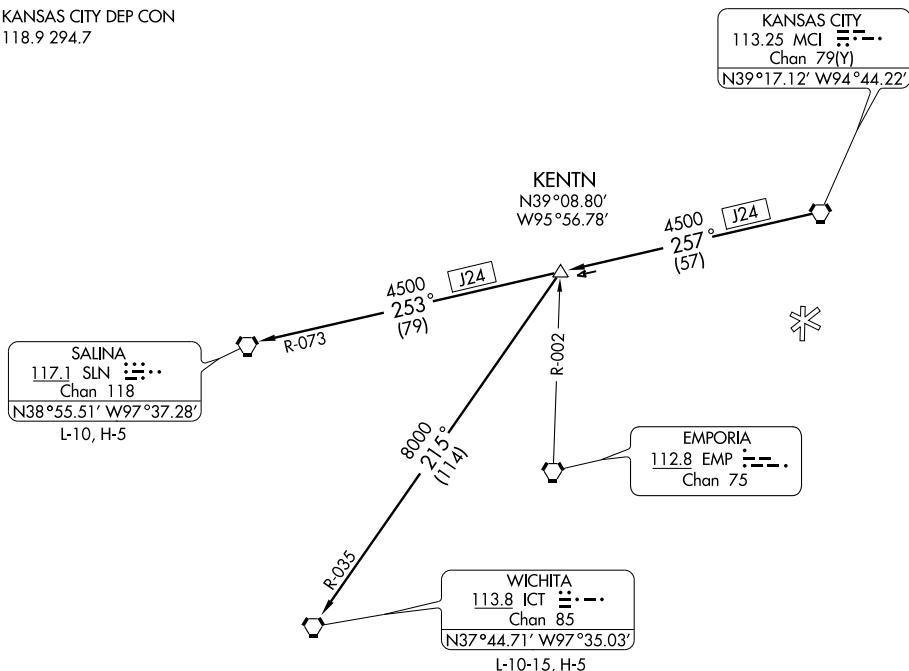
ELEV 1087



REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36



KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

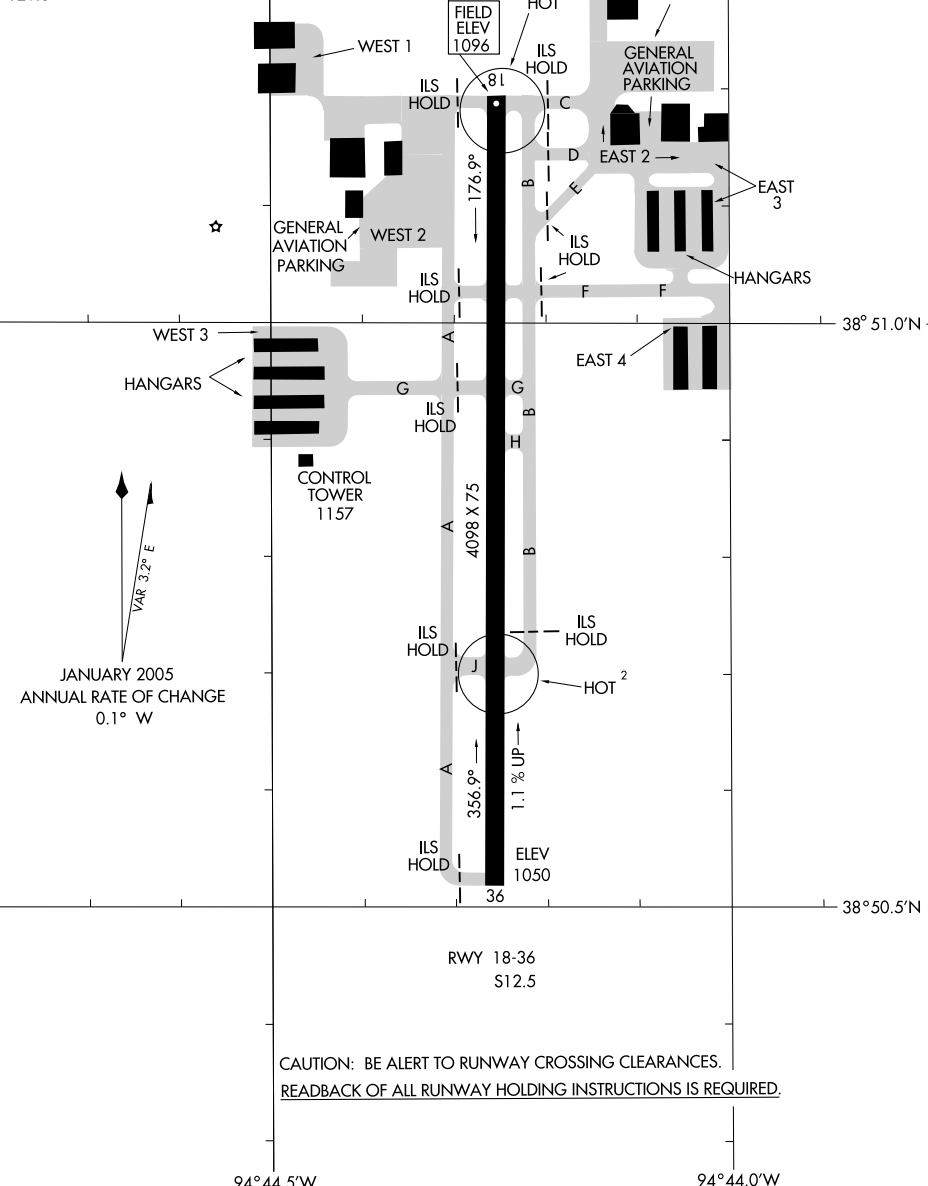
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

AIRPORT DIAGRAM

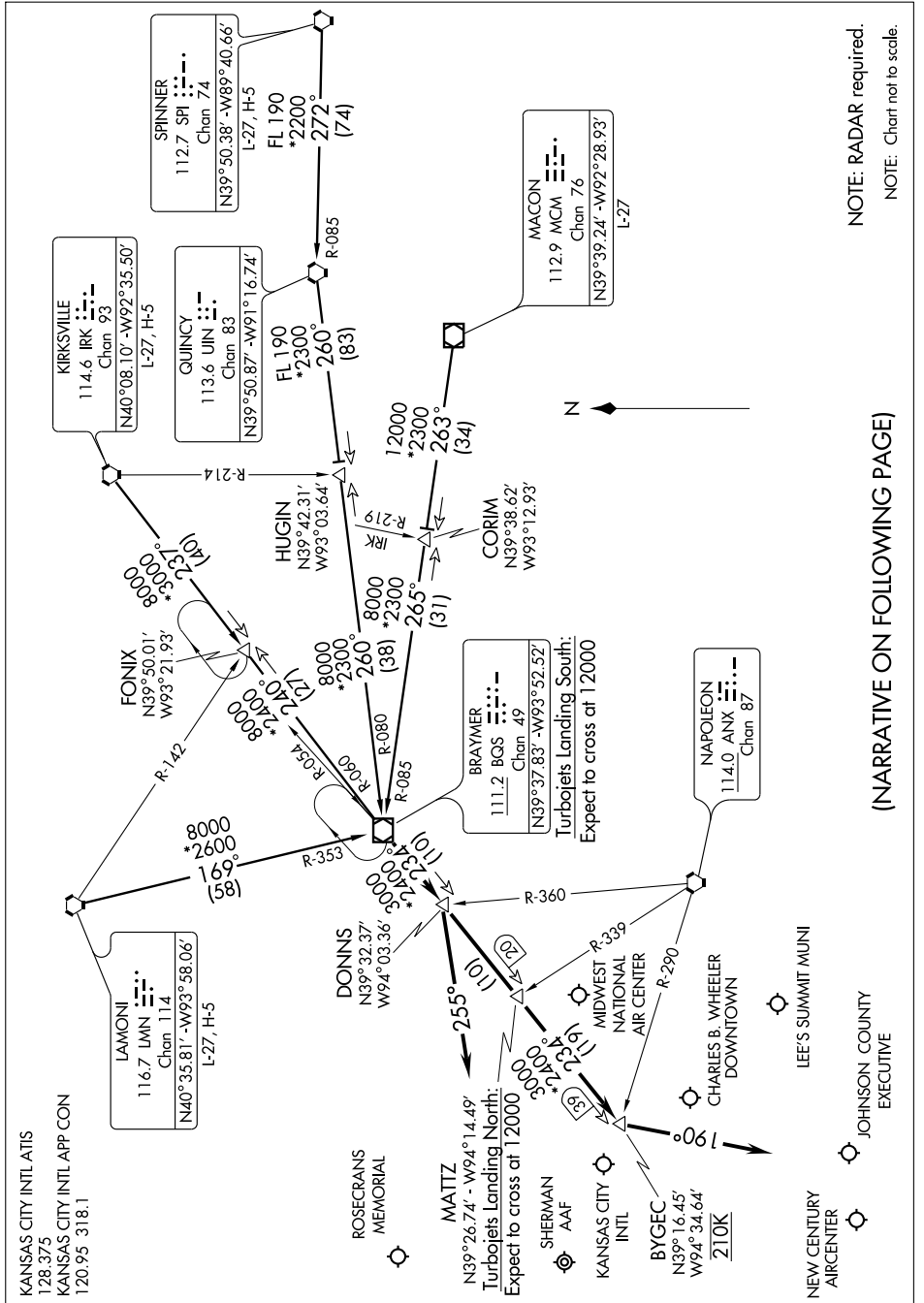
AL-5687 (FAA)

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)
OLATHE, KANSAS

ATIS
119.35
EXECUTIVE TOWER ★
126.0 225.4
GND CON
121.6



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

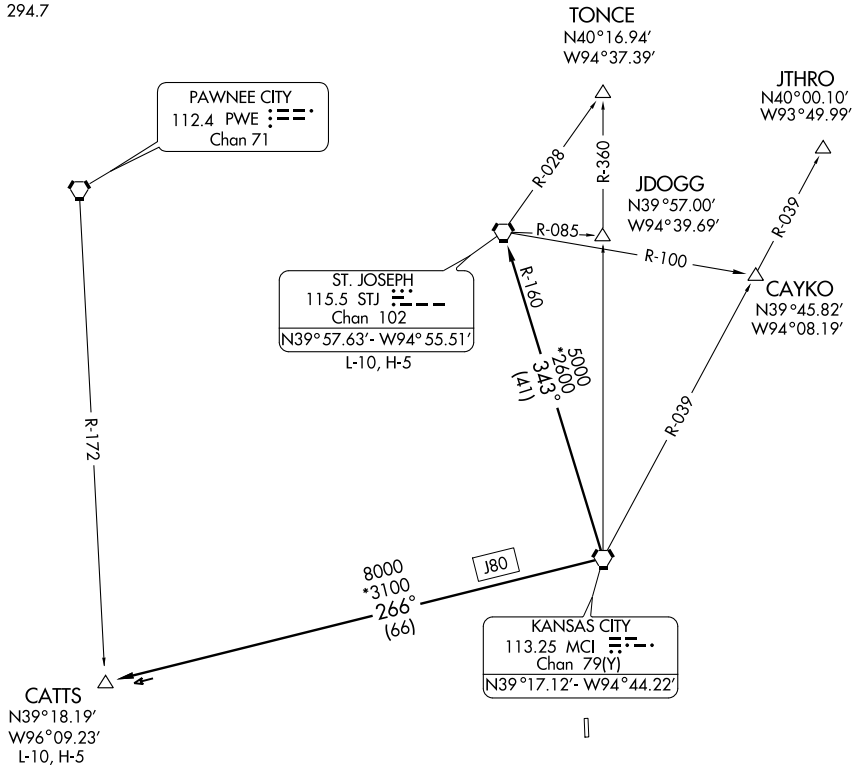
. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

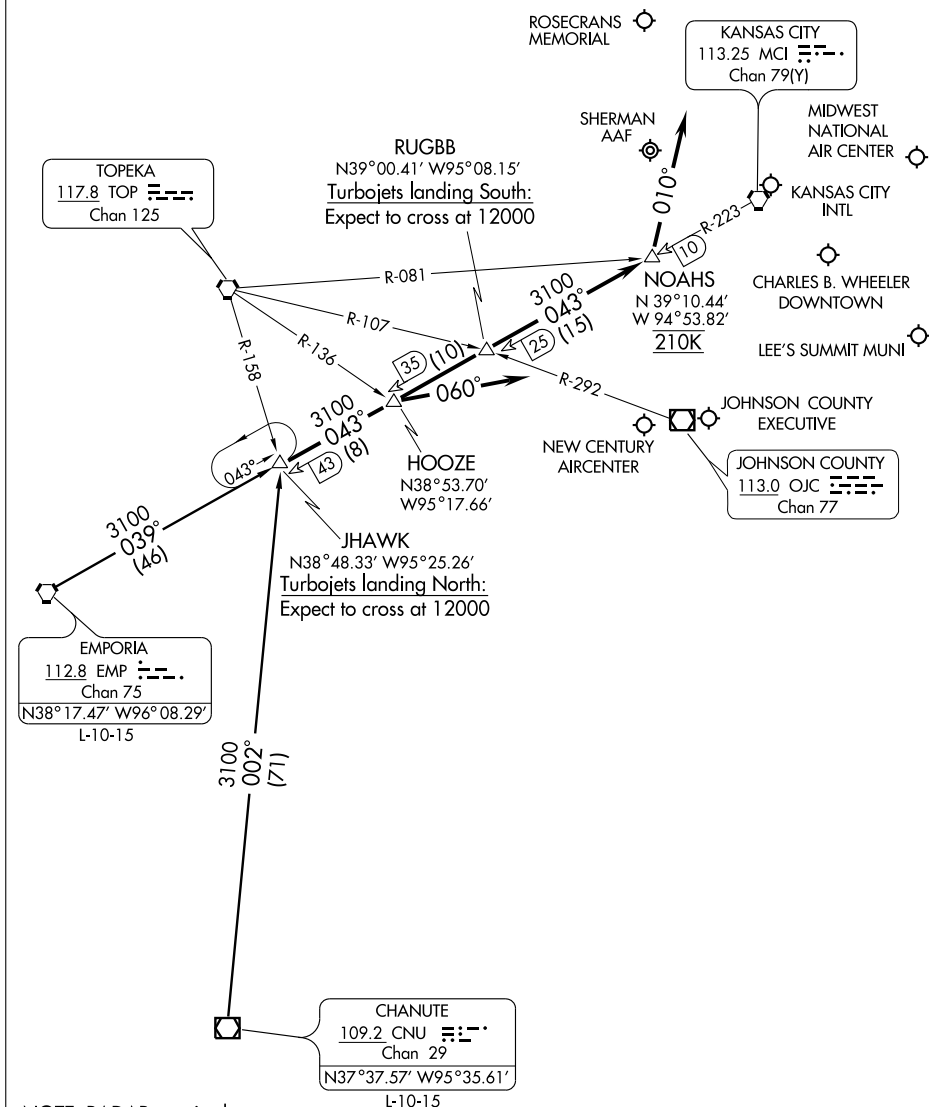
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

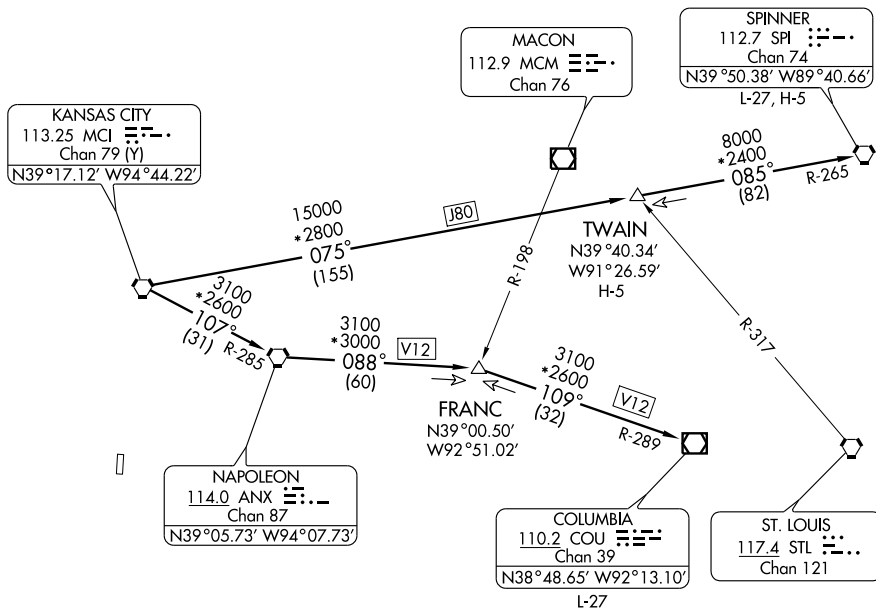
SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35

KANSAS CITY DEP CON

118.9 294.7

**TAKEOFF MINIMUMS:**

Rwy 18, 36: Standard.

NOTE: Radar Required.

NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:

Rwy 18, multiple trees 622 feet from DER, 192 feet right of centerline, up to 73' AGL/1084' MSL.
 Rwy 36, antenna 335 feet from DER, 263 feet left of centerline, 20' AGL/1110' MSL. Tree 1008 feet from DER, 612 feet right of centerline, 57' AGL/1130' MSL. Tree 1544 feet from DER, 810 feet left of centerline, 71' AGL/1144' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOC I-OJC 111.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	4098 1096 1096
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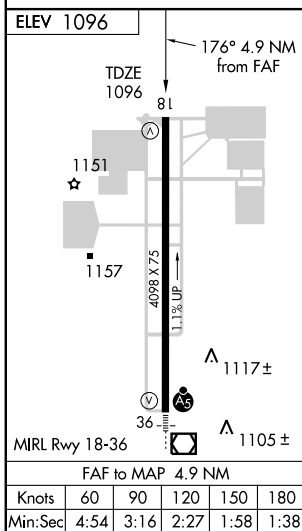
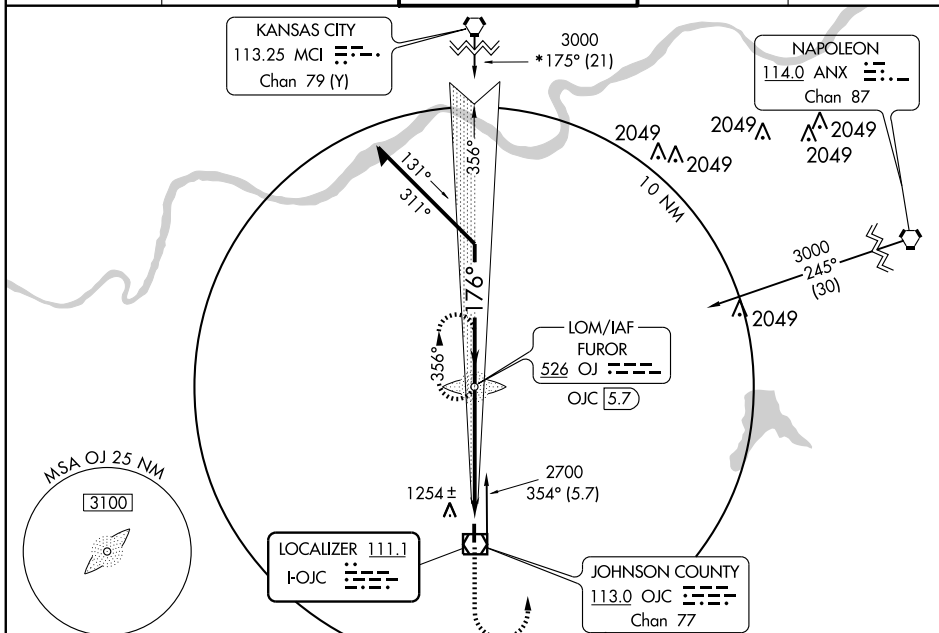
LOC RWY 18

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

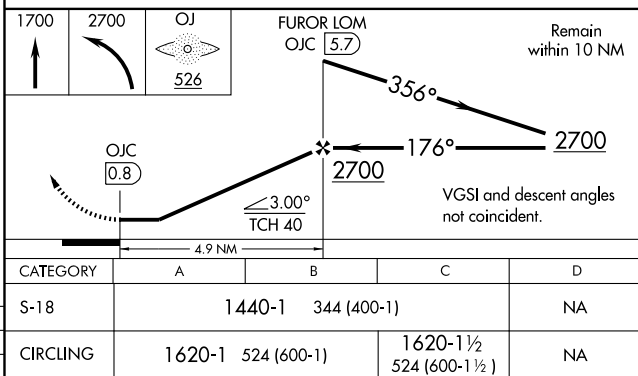
NA * MCI VORTAC feeder course is a flight check value.

MISSED APPROACH: Climb to 1700 then left climbing turn to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER ★ 126.0 (CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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ADF REQUIRED

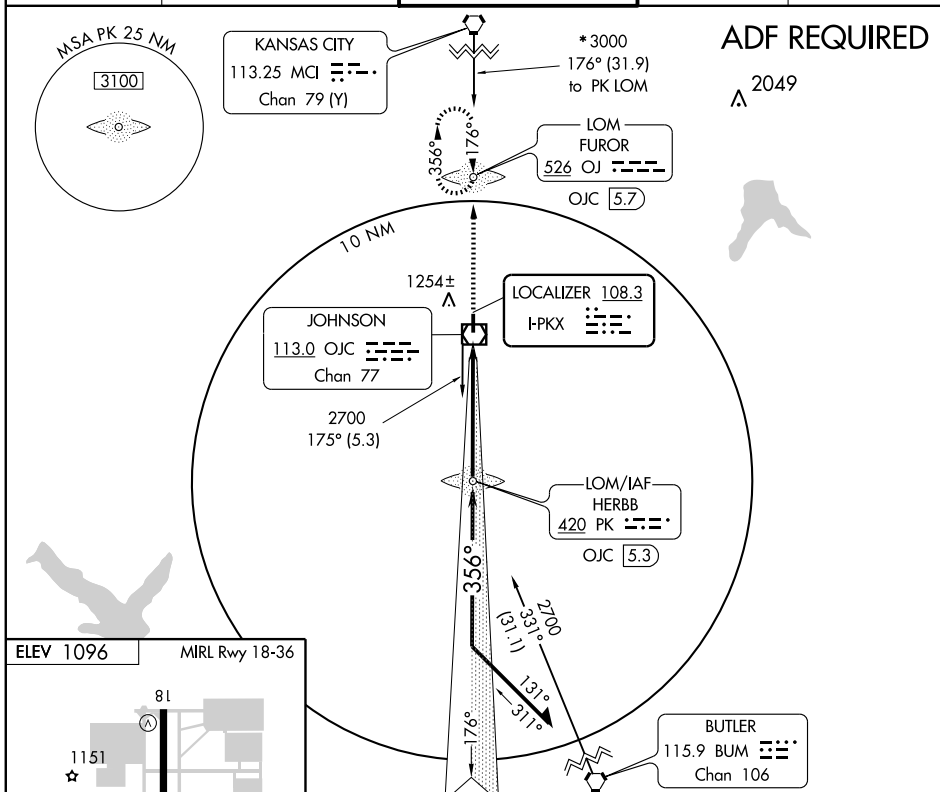


LOC 1-PKX <u>108.3</u>	APP CRS 356°	Rwy Idg 4098 TDZE 1085 Apt Elev 1096
----------------------------------	------------------------	---

LOC RWY 36
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

  NA	* MCI VORTAC feeder course is a flight check value. For inoperative MALS, increase S-36 Cats A/B/C visibility to 1 mile.	MALS 	MISSED APPROACH: Climb to 2700 direct FUROR LOM/OJC 5.7 DME and hold.
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ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER ★ 126.0 (CTAF) 0 225.4	GND CON 121.6	UNICOM 122.95
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ELEV 1096	MIRL Rwy 18-36
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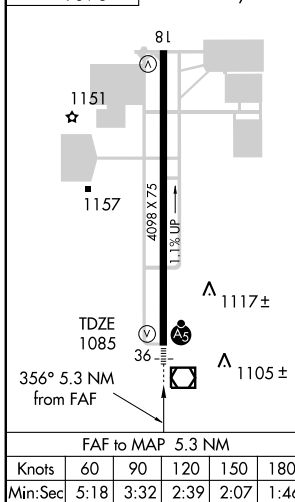


Diagram illustrating a flight profile for a 2700 approach. The profile shows a 356° approach path to a 2700 runway, with a 176° turn and a 2.85° climb angle. A 5.3 NM distance is marked. A table below the diagram shows approach categories and circling altitudes.

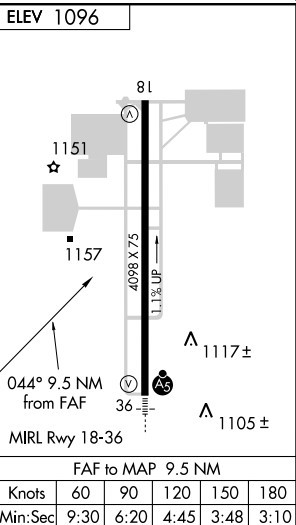
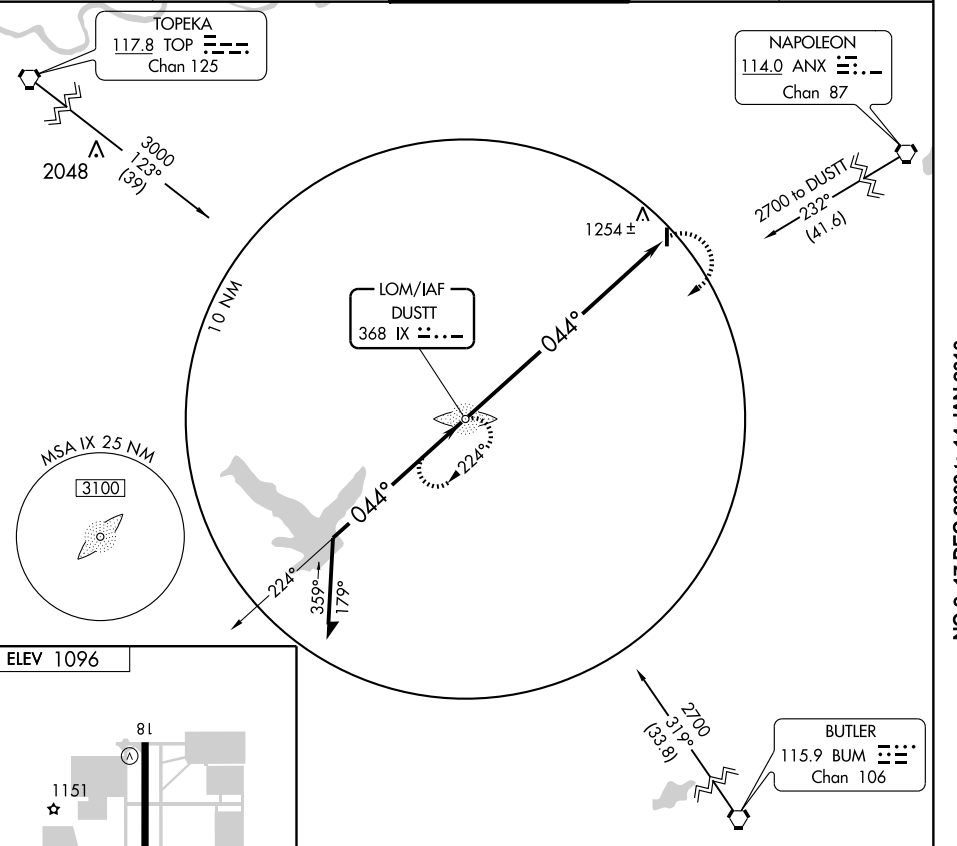
CATEGORY	A	B	C	D
S-36	1480-3/4 395 (400-3/4)			NA
CIRCLING	1620-1 524 (600-1)		1620-1 1/2 524 (600-1 1/2)	NA

▼

▲ NA

MISSED APPROACH: Climbing right turn to 3000 direct IX LOM and hold.

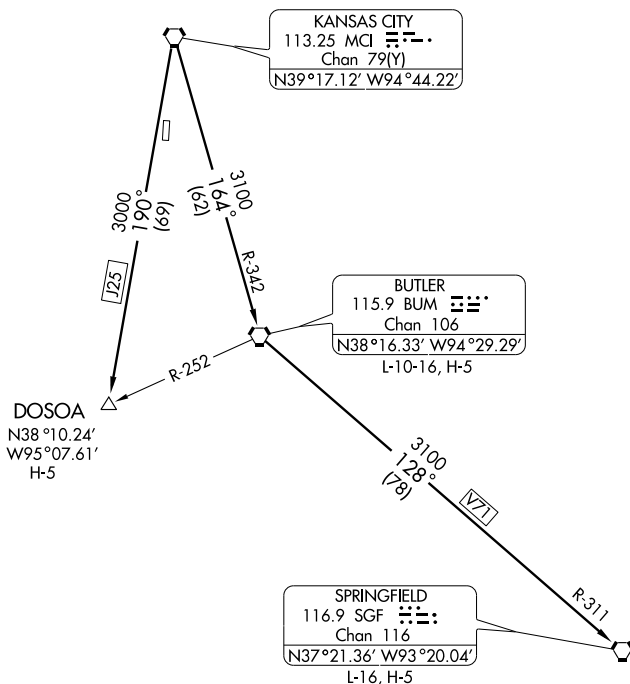
ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER ★ 126.0(CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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Remain within 10 NM		LOM		3000	IX
2700		224°	2700	044°	368
		2700		9.5 NM	
CATEGORY	A	B	C	D	
CIRCLING	1820-1	724 (800-1)	1820-2	724 (800-2)	
				NA	

NC-2, 17 DEC 2009 to 14 JAN 2010

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 53700 W18A	APP CRS 176°	Rwy Idg 4098 TDZE 1096 Apt Elev 1096
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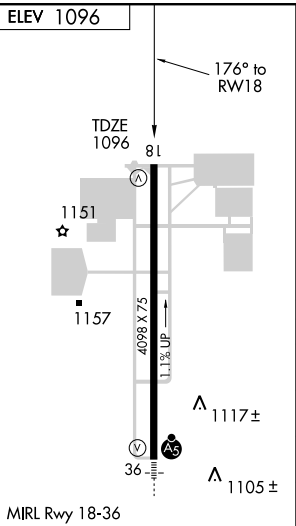
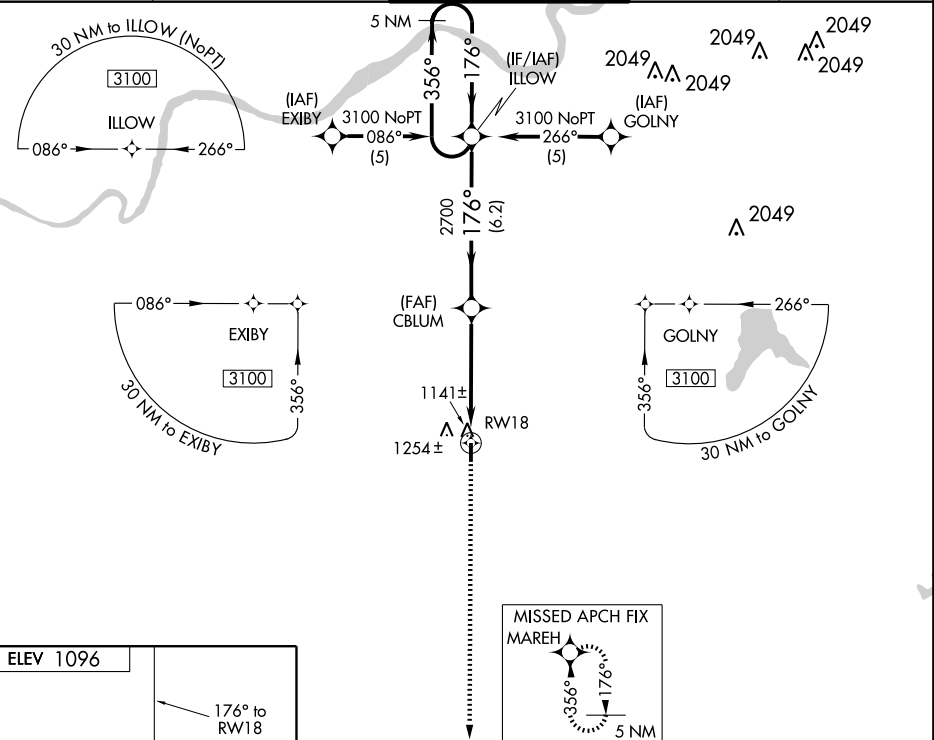
RNAV (GPS) RWY 18



OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

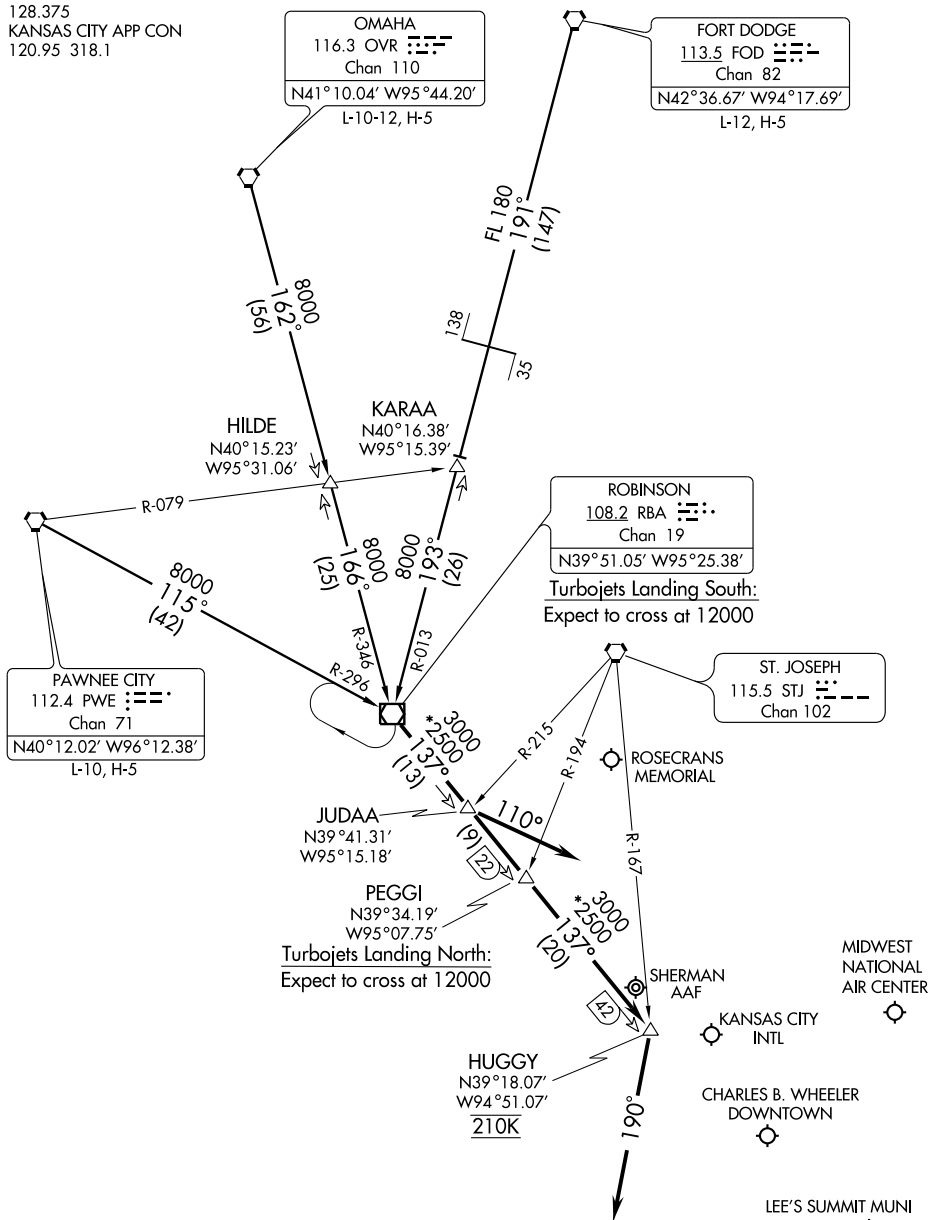
MISSED APPROACH: Climb to 3000 direct MAREH and hold.

ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER★ 126.0(CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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	3000	MAREH		
				
			ILLOW	5 NM Holding Pattern
			356° →	3100
			← 176°	GS 3.00° TCH 40
				VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D
LPV DA	1346-1	250 (300-1)		NA
LNAV/VNAV DA	1527-1½	431 (500-1½)		NA
LNAV MDA	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	NA
CIRCLING	1620-1	524 (600-1)	1620-1½ 524 (600-1½)	NA

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTER 


**JOHNSON COUNTY
EXECUTIVE**

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

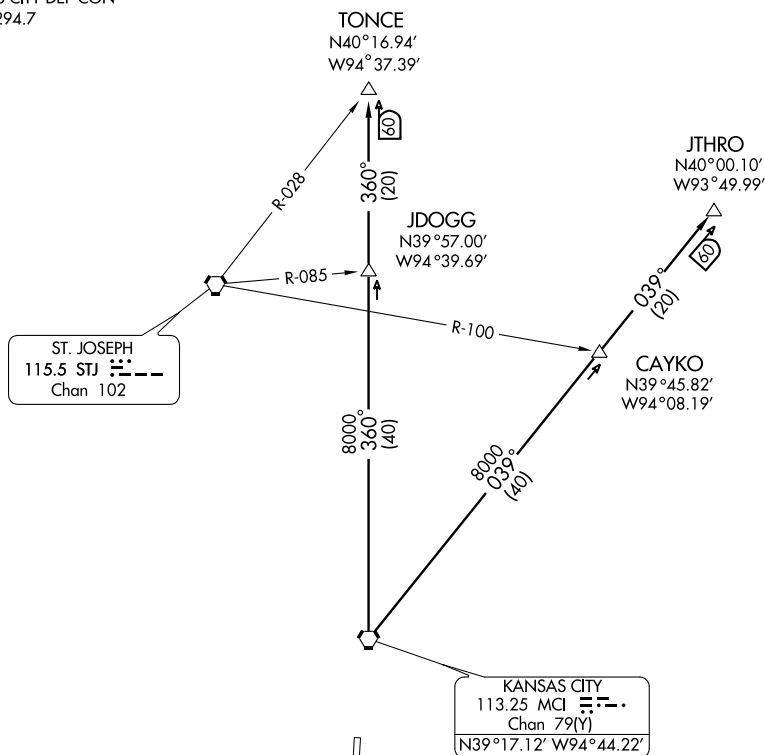
. . . . Expect radar vector to final approach course.

ROYAL THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

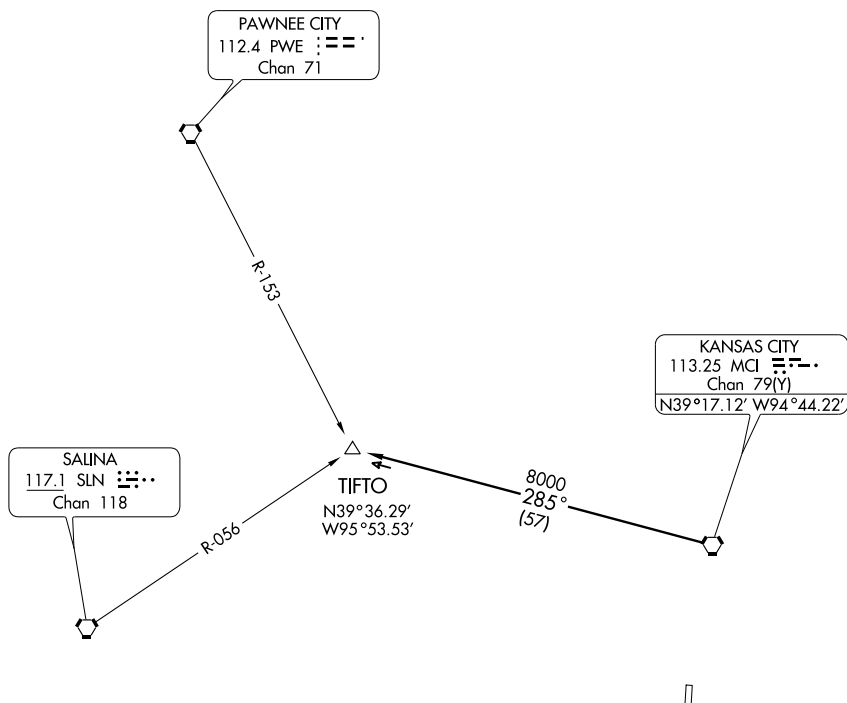
SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35

KANSAS CITY DEP CON

118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

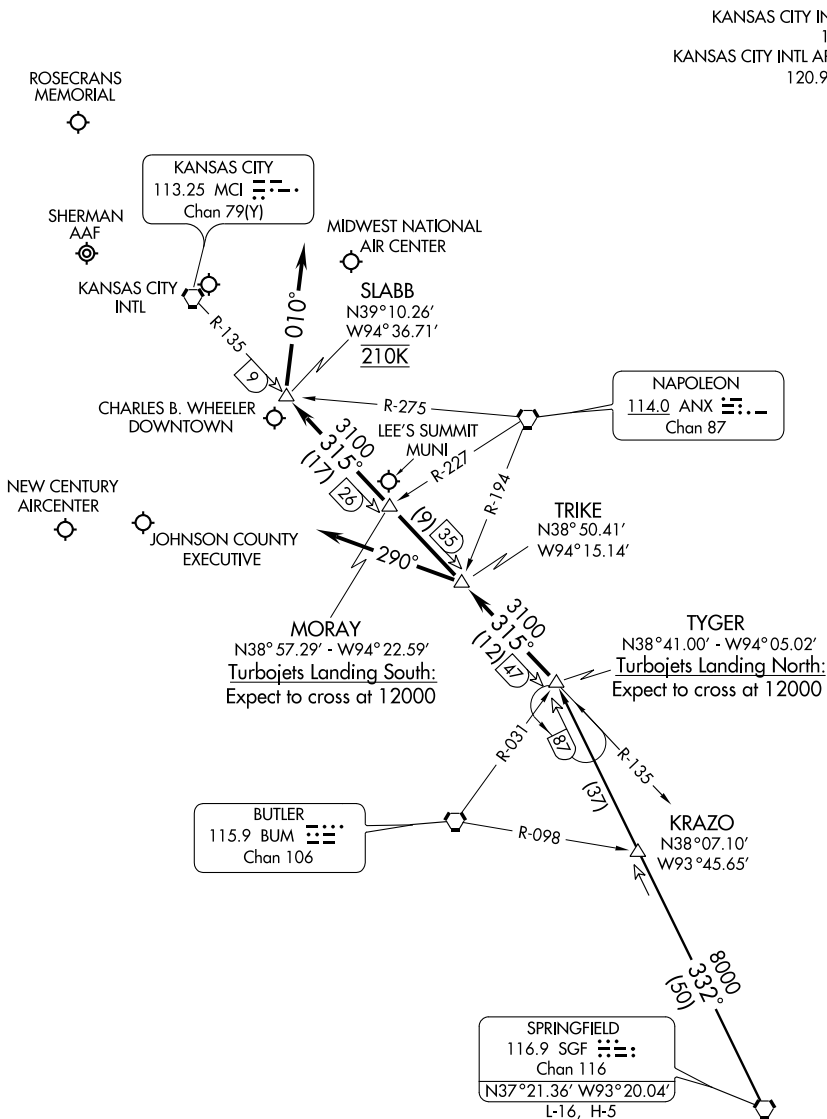
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

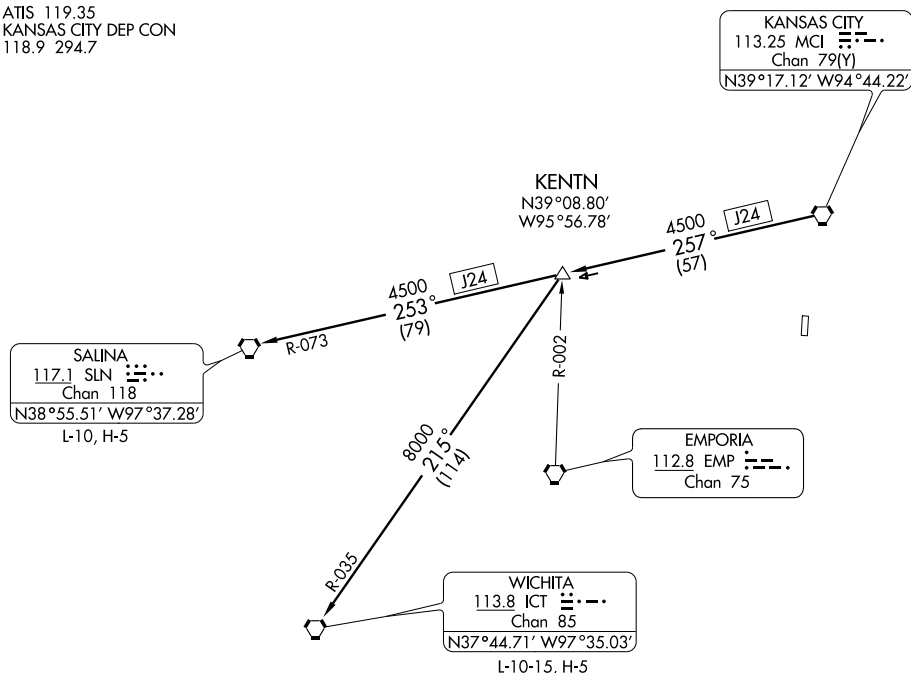
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

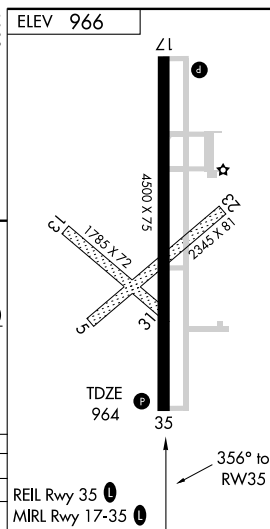
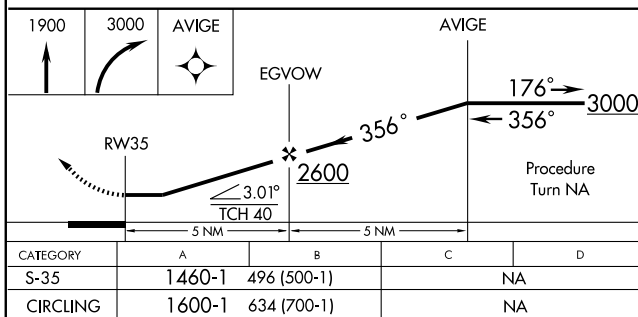
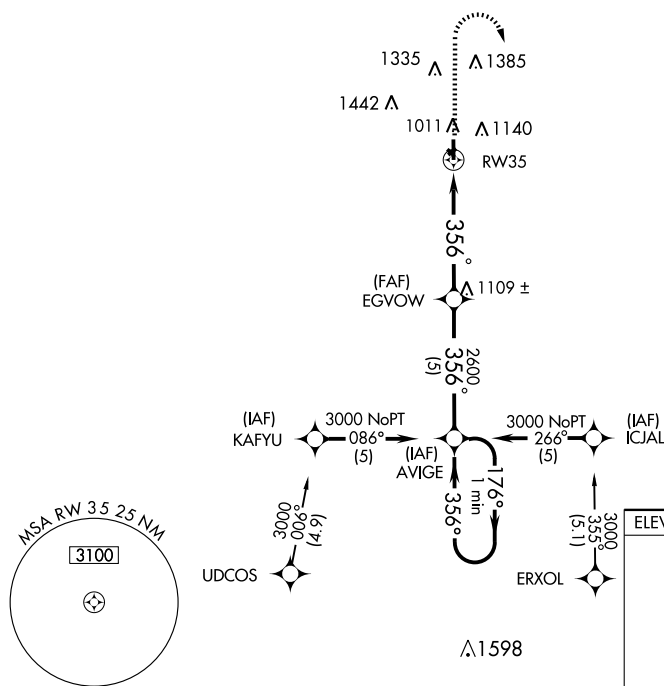
APP CRS 356°	Rwy Idg TDZE Apt Elev	4500 964 966
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Use Topeka/Philip Billard altimeter setting.

KANSAS CITY CENTER
127.725 270.25

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct AVIGE and hold.

UNICOM
122.8 (CTAF) **L**



APP CRS	Rwy Idg	3400
035°	TDZE	932
	Apt Elev	940

RNAV (GPS) RWY 3

PAOLA/MIAMI COUNTY (K81)

NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

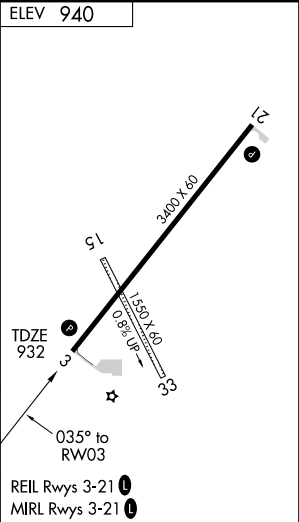
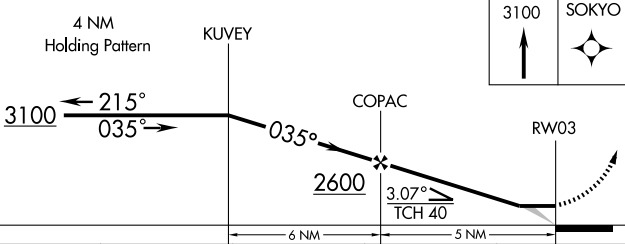
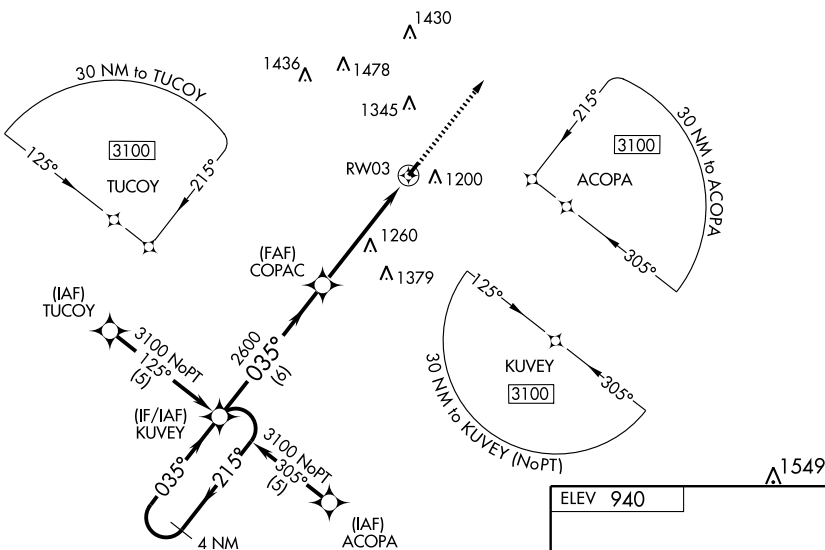
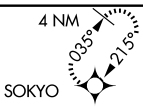
MISSED APPROACH: Climb to 3100 direct SOKYO WP and hold.

KANSAS CITY APP CON

118.9 294.7

UNICOM

122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1640-1	708 (800-1)	NA	NA
CIRCLING	1640-1	700 (700-1)	NA	NA

APP CRS 215°	Rwy Idg TDZE Apt Elev	3400 932 940
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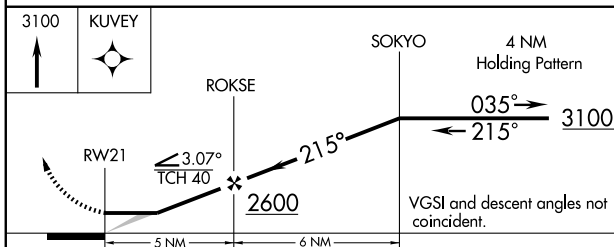
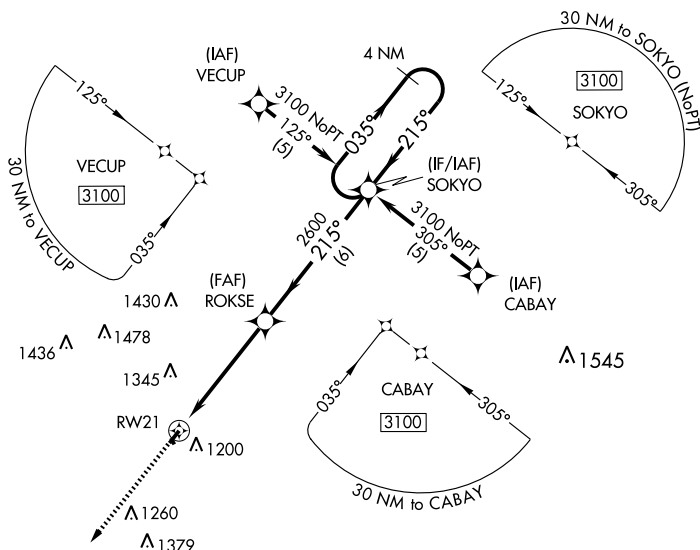
RNAV (GPS) RWY 21

PAOLA/MIAMI COUNTY (K81)

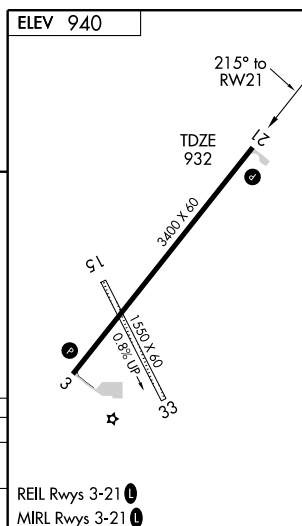
A NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting.
GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct KUYEY WP and hold.

KANSAS CITY APP CON
118.9 294.7

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	1520-1	588 (600-1)	NA	
CIRCLING	1580-1	640 (700-1)	NA	



WAAS CH 86508 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 900 900
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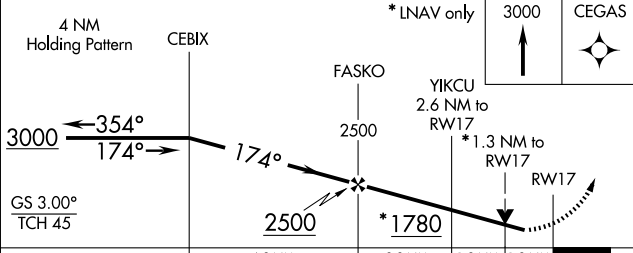
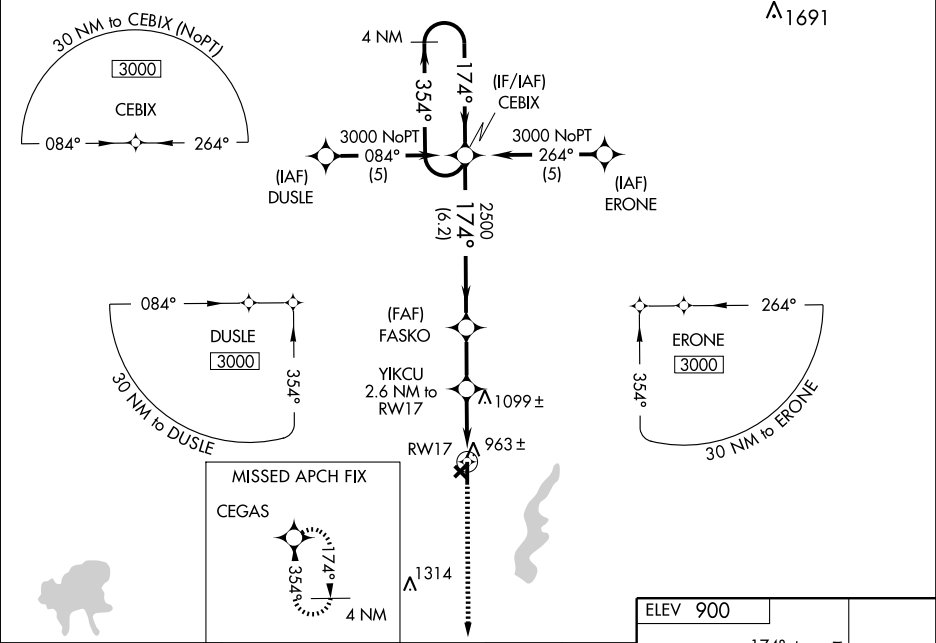
RNAV (GPS) RWY 17

PARSONS/ TRI-CITY (PPF)

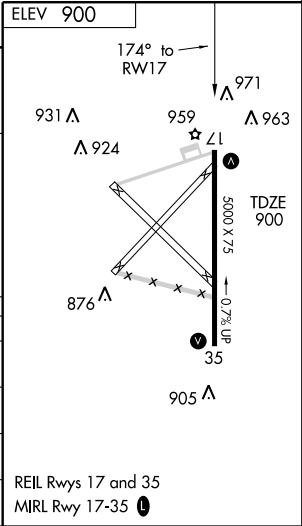
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Coffeyville Muni altimeter setting. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LPV, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CEGAS and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1193-1	293 (300-1)		NA
LNAV/VNAV DA	1255-1¼	355 (400-1¼)		NA
LNAV MDA	1360-1	460 (500-1)	1360-1¼ 460 (500-1¼)	NA
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	NA



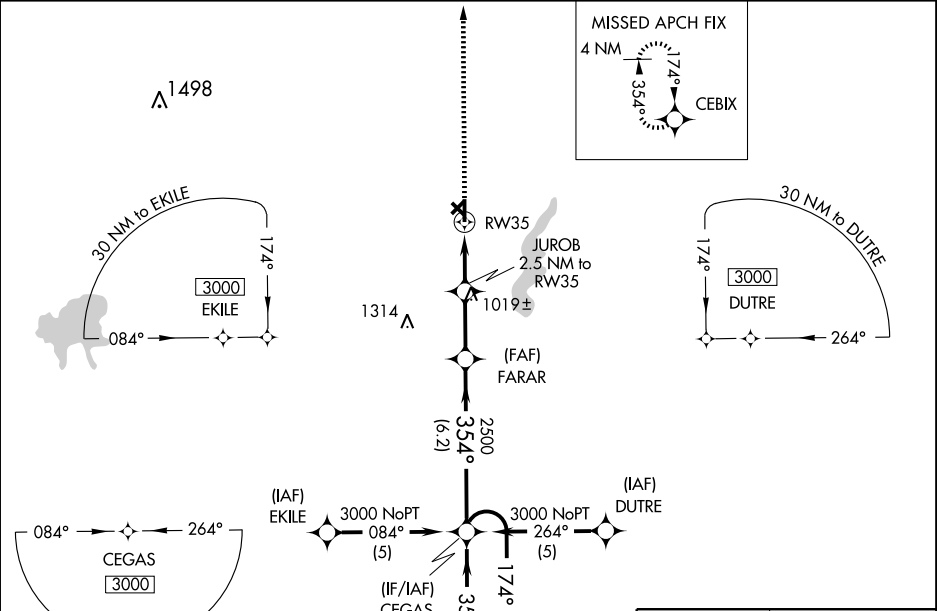
WAAS CH 78208 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 879 900
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RNAV (GPS) RWY 35
PARSONS/ TRI-CITY (PPF')

Baro-VNAV NA when using Coffeyville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct CEBIX and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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30 NM to CEGAS (NoPT)

3000
↑

CEBIX

VGSI and RNAV glidepath not coincident.

JUROB
2.5 NM to RW35

FARAR
2500

CEGAS

4 NM Holding Pattern

174° → 3000

← 354°

354°

*1700

2500

GS 3.00°
TCH 45

2.5 NM

2.4 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	1129-1 250 (300-1)			NA
LNAV/ VNAV DA	1173-1 294 (300-1)			NA
LNAV MDA	1300-1	421 (400-1)	1300-1½ 421 (400-1½)	NA
CIRCLING	1340-1 440 (500-1)	1360-1 460 (500-1)	1360-1½ 460 (500-1½)	NA

RW35

*LNAV only

ELEV 900

REIL Rwy 17 and 35

MIRL Rwy 17-35 0

931 Δ

924 Δ

959 Δ

971 Δ

963 Δ

876 Δ

923 ± Δ

905 Δ

35

5000 X 75

0.7% UP

354° to Rwy 35

354°

VOR/DME CNU	APP CRS	Rwy Idg	5000
109.2	161°	TDZE	899
Chan 29		Apt Elev	899

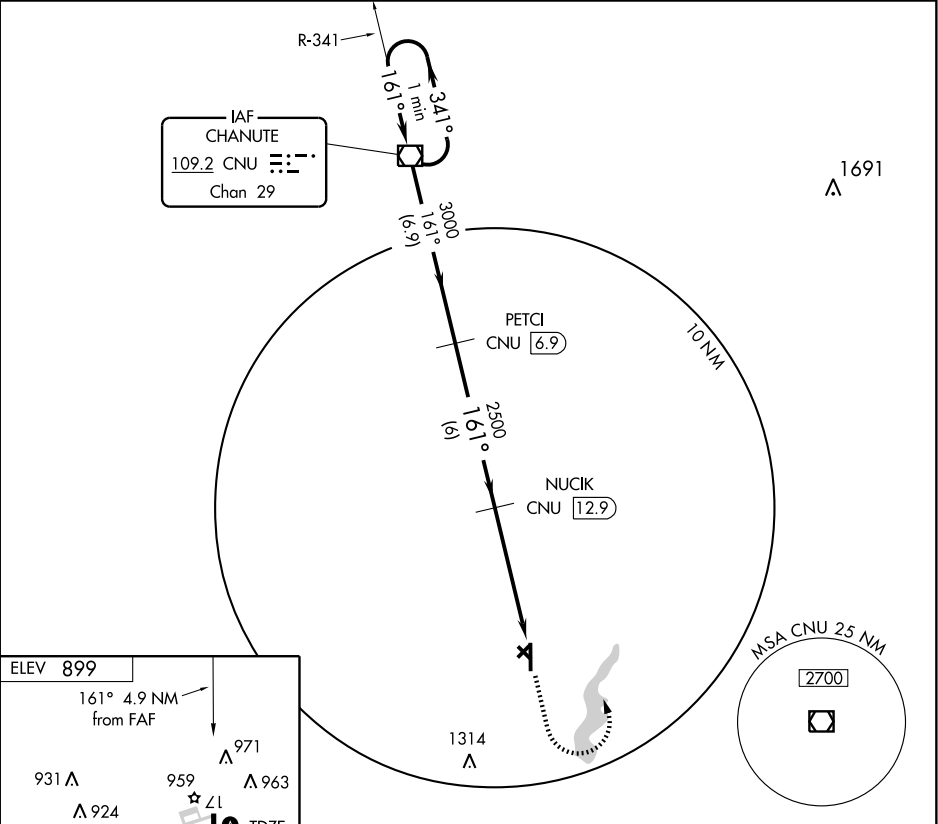
VOR/DME RWY 17
PARSONS/ TRI-CITY (PPF')

▼ If local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all MDAs 60 feet.

▲ VDP NA with Coffeyville Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CNU VOR/DME and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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ELEV 899

161° 4.9 NM from FAF

931 A, 924 A, 959 A, 971 A, 963 A, 876 A, 905 A

TDZE 899

5000 X 75

0.7% UP

35

REIL Rwy 17 and 35

MIRL Rwy 17-35 0

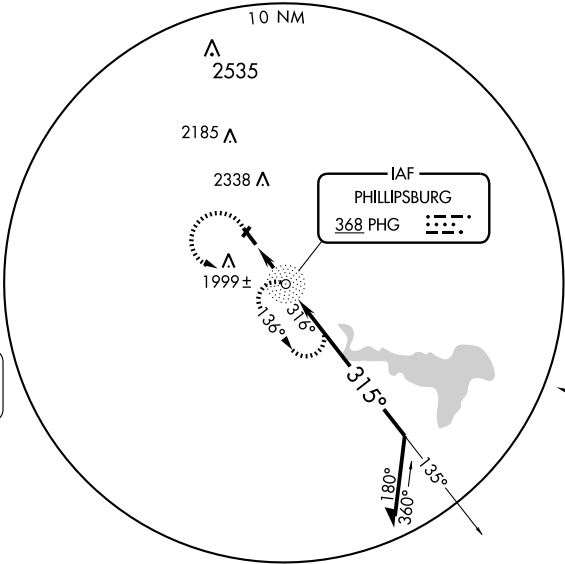
Knots	60	90	120	150	180
Min:Sec					

One Minute Holding Pattern	VOR/DME		PETCI CNU 6.9	1600	3000	CNU 109.2
	3000	341°	161°	3000	161°	2500
		6.9 NM	6 NM	3.03°	TCH 35	3.5 NM
CATEGORY	A	B	C	D		
S-17	1380-1	481 (500-1)	1380-1¼ 481 (500-1¼)	NA		
CIRCLING	1380-1	481 (500-1)	1380-1½ 481 (500-1½)	NA		

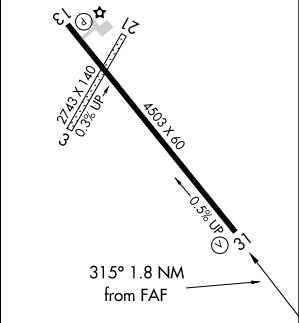
NDB PHG 368	APP CRS 315°	Rwy Idg TDZE Apt Elev	N/A N/A 1907
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<p>▼ If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. ▲ NA Circling not authorized northeast of Rwy 13-31.</p>	MISSED APPROACH: Climbing left turn to 3600 direct PHG NDB and hold, continue climb-in-hold to 3600.
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HAYS AWOS-3 125.525	AWOS-3 119.125	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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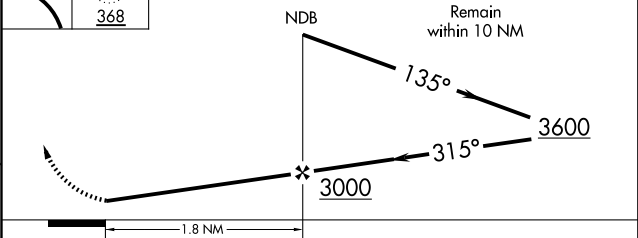
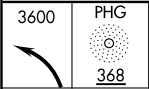


ELEV 1907



MIRL Rwy 13-31
REIL Rws 13 and 31

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
CIRCLING	2380-1	473 (500-1)	2380-1½ 473 (500-1½)	NA

APP CRS	Rwy Idg	4503
135°	TDZE	1907
	Apt Elev	1907

RNAV (GPS) RWY 13

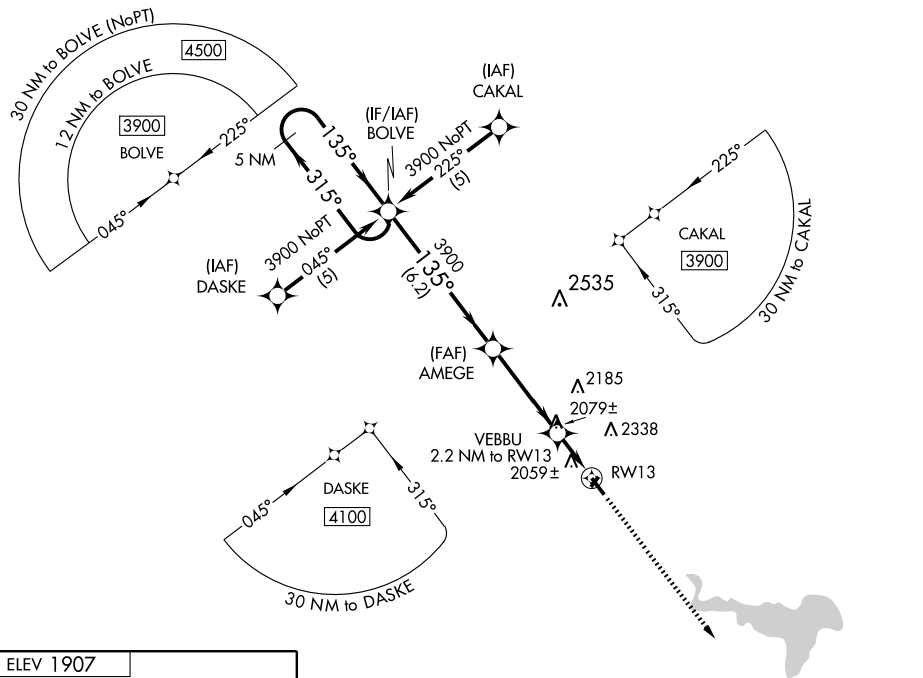
PHILLIPSBURG MUNI (PHG)

T If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.
A NA Circling NA northeast of Rwy 13-31.

MISSED APPROACH: Climb to 3800 direct BANRE and hold.

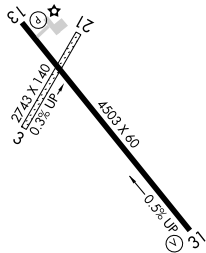
AWOS-3
119.125

DENVER CENTER
132,5 379,15

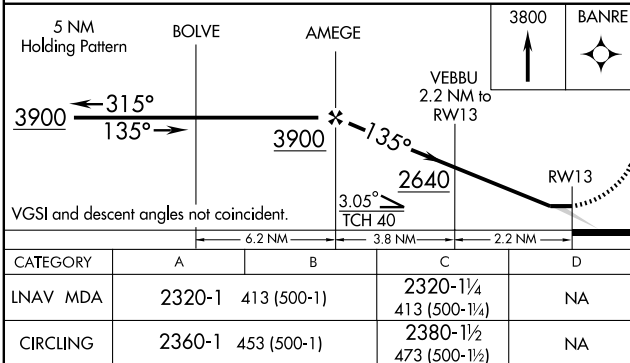
UNICOM
122.8 (CTAF)

ELEV 1907

135° to
RW13

TDZE
1907

MIRL Rwy 13-31
REIL Rwy 13 and 31



APP CRS
315°

Rwy Idg
TDZE
Apt Elev

4503
1899
1907

RNAV (GPS) RWY 31

PHILLIPSBURG MUNI (PHG)

▼ If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.

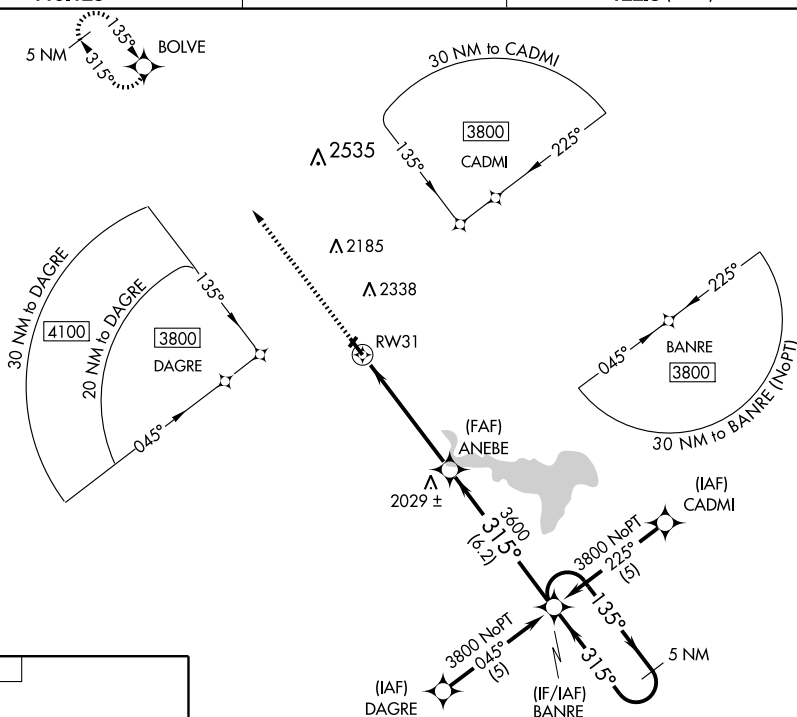
▲ NA Circling NA northeast of Rwys 13-31.

MISSED APPROACH: Climb to 3900 direct BOLVE and hold.

AWOS-3
119.125

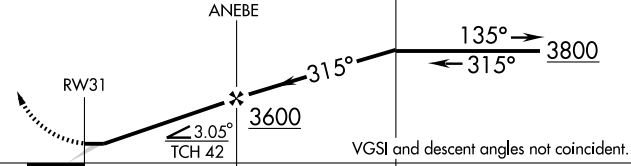
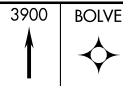
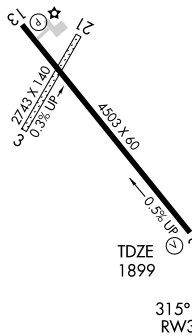
DENVER CENTER
132.5 379.15

UNICOM
122.8 (CTAF)



NC-2, 17 DEC 2009 to 14 JAN 2010

ELEV 1907



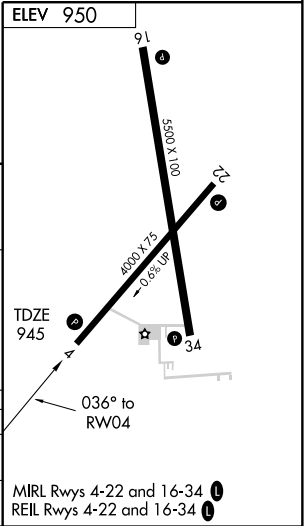
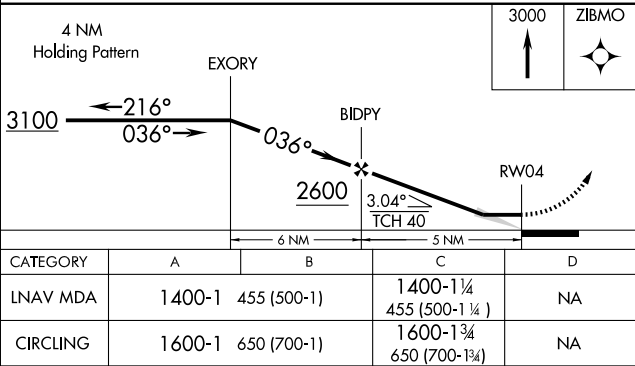
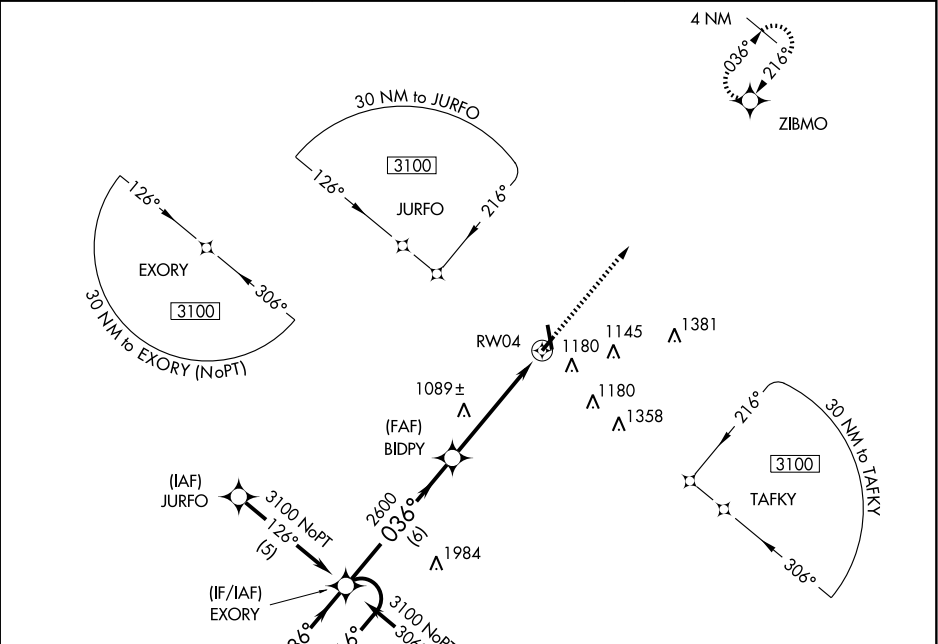
CATEGORY	A	B	C	D
LNNAV MDA	2460-1	561 (600-1)	2460-1½ 561 (600-1½)	NA
CIRCLING	2460-1	553 (600-1)	2460-1½ 553 (600-1½)	NA

APP CRS 036°	Rwy Idg TDZE Apt Elev	4000 945 950
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RNAV (GPS) RWY 4
PITTSBURG/ ATKINSON MUNI (PTS)

When local altimeter setting not received, use Joplin altimeter setting.	MISSED APPROACH: Climb to 3000 direct ZIBMO and hold.
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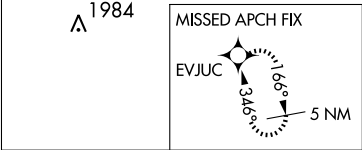
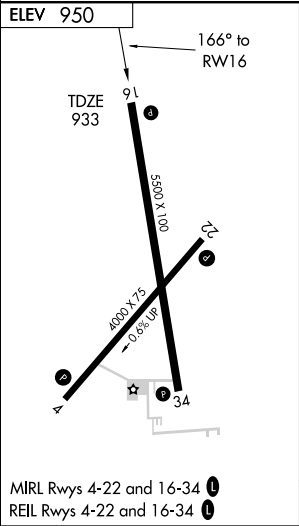
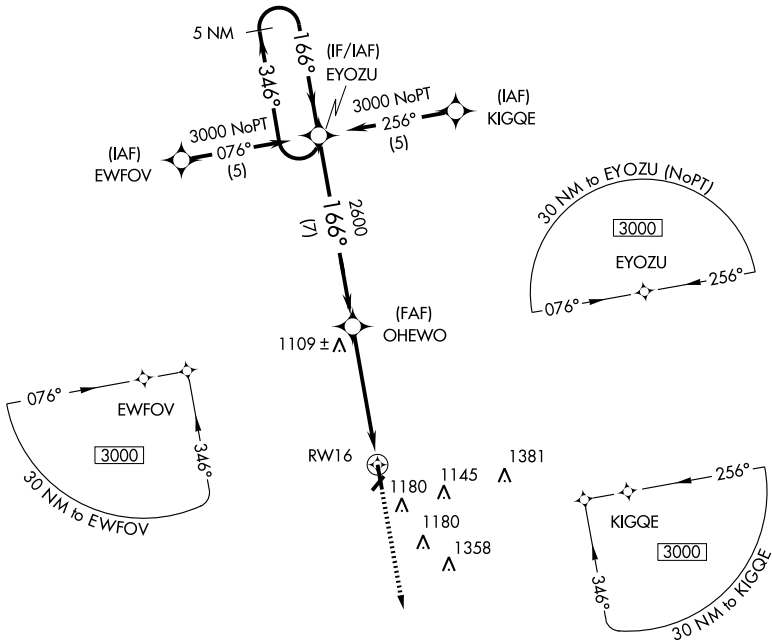
AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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APP CRS 166°	Rwy Idg TDZE Apt Elev	5500 933 950
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RNAV (GPS) RWY 16
PITTSBURG/ATKINSON MUNI (PTS)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div>	DME/DME RNP-0.3 NA. If local altimeter setting not received, use JOPLIN altimeter setting and increase all MDAs 60 feet. VDP NA when using JOPLIN altimeter setting.	MISSED APPROACH: Climb to 3100 direct EVJUC and hold.
AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0(CTAF) 0



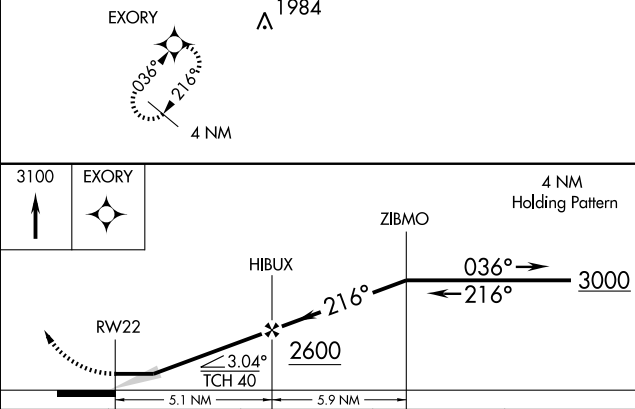
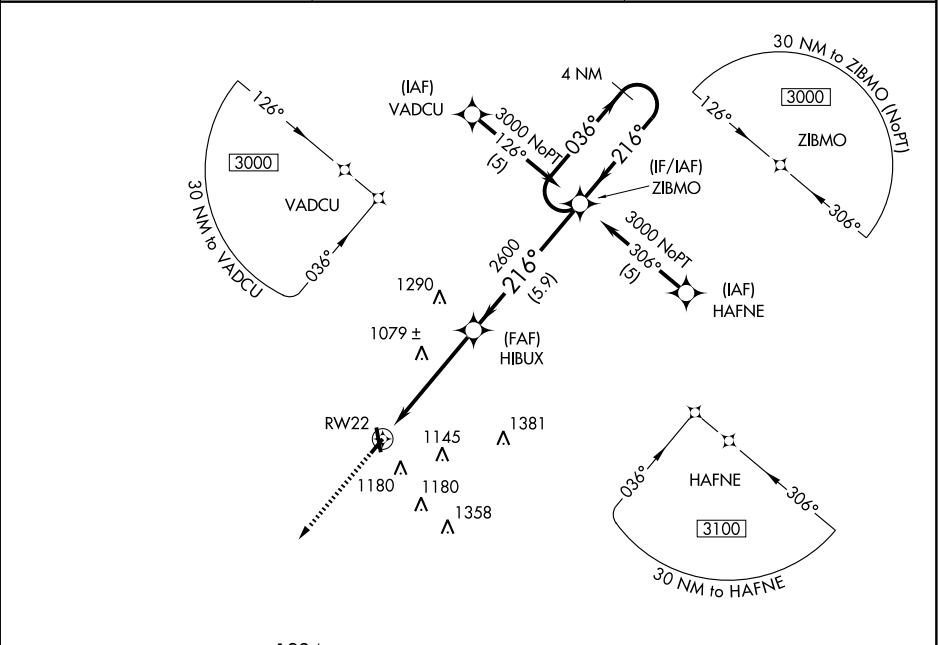
5 NM Holding Pattern		EYOZU	3100	EVJUC
3000		166°	↑	✧
OHEWO		166°		
2600		3.04° TCH 40		
1.3 NM to RW16				
RW16		1.3		
CATEGORY	A	B	C	D
LNAV MDA	1360-1	427 (500-1)	1360-1 ¼ 427 (500-1 ¼)	NA
CIRCLING	1540-1	590 (600-1)	1540-1 ½ 590 (600-1 ½)	NA

APP CRS 216°	Rwy Idg TDZE Apt Elev	4000 945 950
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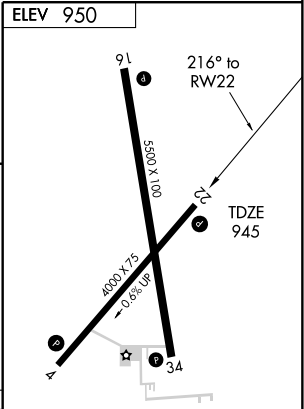
RNAV (GPS) RWY 22
PITTSBURG/ATKINSON MUNI (PTS)

NA When local altimeter setting not received, use Joplin altimeter setting.	MISSED APPROACH: Climb to 3100 direct EXORY and hold.
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AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	NA
CIRCLING	1600-1	650 (700-1)	1600-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 16-34	0
REIL Rwy 4-22 and 16-34	0

WAAS Ch 77600 W34A	APP CRS 346°	Rwy Idg 5500 TDZE 929 Apt Elev 950
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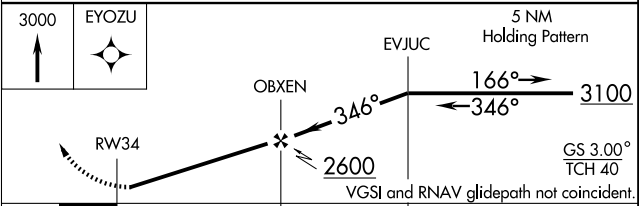
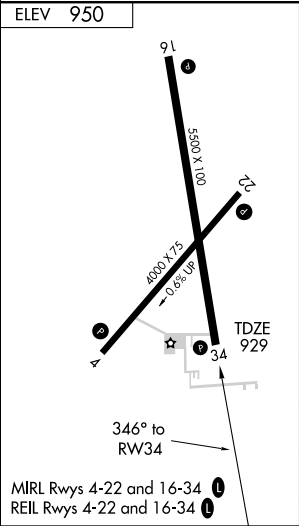
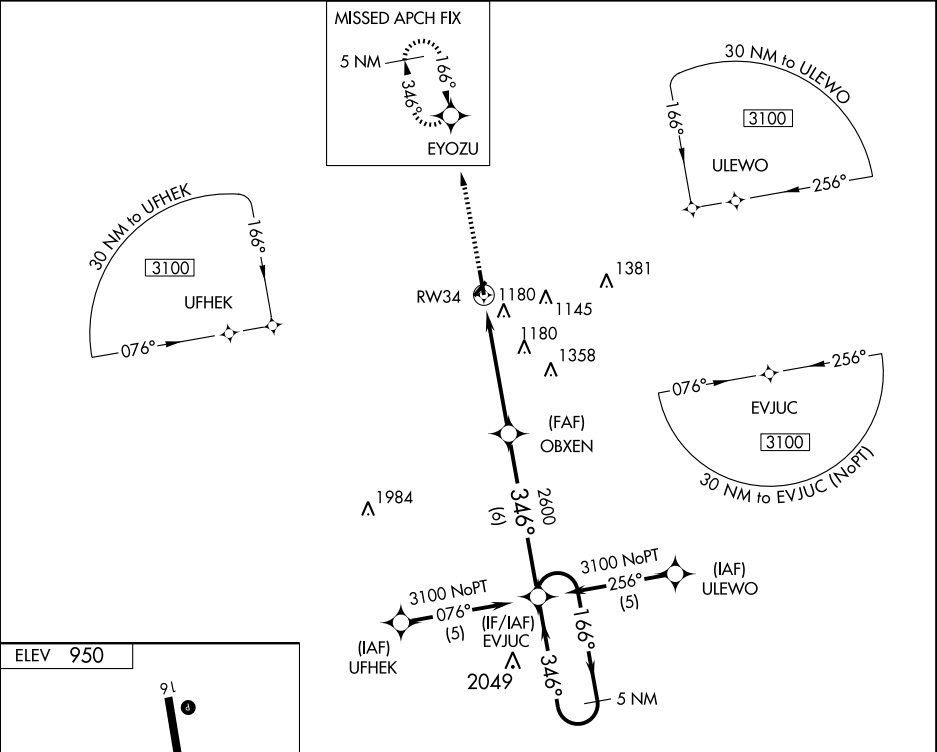
RNAV (GPS) RWY 34
PITTSBURG/ATKINSON MUNI (PTS)

▽ DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use JOPLIN altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using JOPLIN altimeter setting.

▲

MISSED APPROACH: Climb to 3000 direct EYOZU and hold.


AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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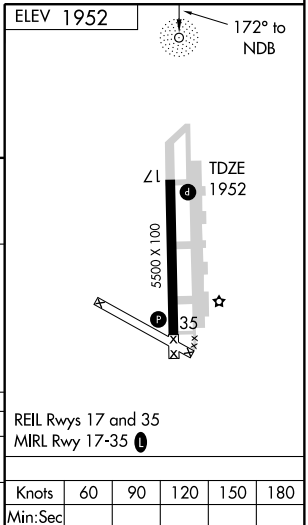
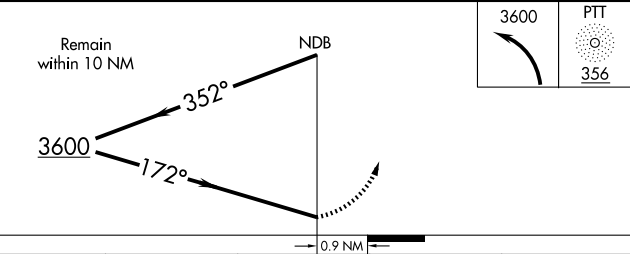
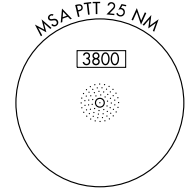
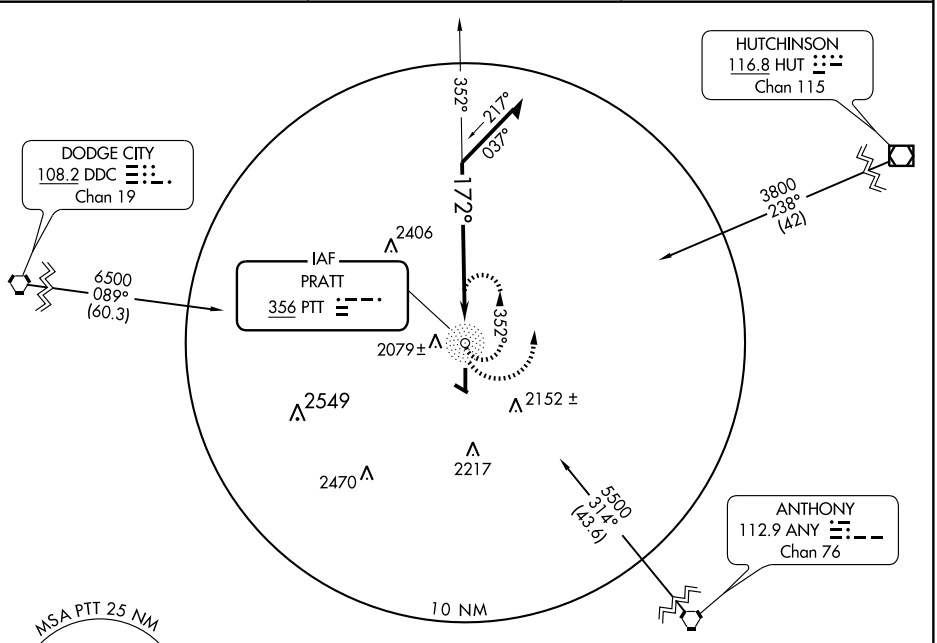
CATEGORY	A	B	C	D
LPV DA	1211-1	282 (300-1)		NA
LNAV/VNAV DA	1549-2	620 (600-2)		NA
LNAV MDA	1480-1	551 (600-1)	1480-1½ 551 (600-1½)	NA
CIRCLING	1540-2	590 (600-2)		NA

NDB PTT 356	APP CRS 172°	Rwy Idg TDZE Apt Elev	5500 1952 1952
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NDB RWY 17
PRATT INDUSTRIAL (PTT)

	MISSED APPROACH: Climbing left turn to 3600 in PTT NDB holding pattern.
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AWOS-3 118.725	WICHITA RADIO 122.65	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-17	2440-1¼ 488 (500-1¼)			NA
CIRCLING	2440-1¼ 488 (500-1¼)		2440-1½ 488 (500-1½)	NA

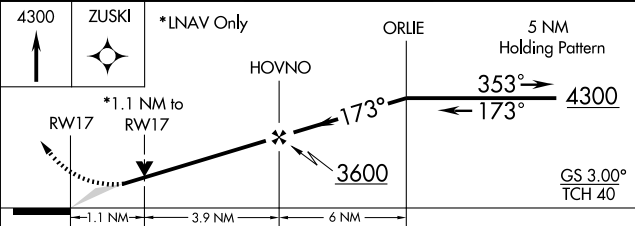
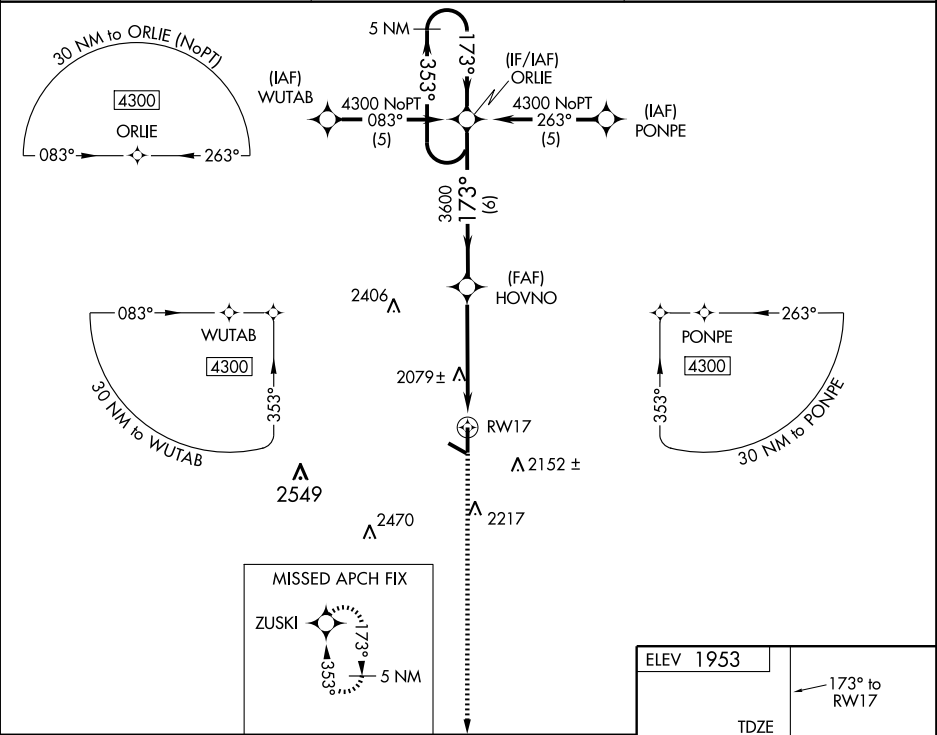
WAAS CH 99607 W17A	APP CRS 173°	Rwy Idg 5500 TDZE 1953 Apt Elev 1953
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RNAV (GPS) RWY 17
PRATT INDUSTRIAL (P'TT')

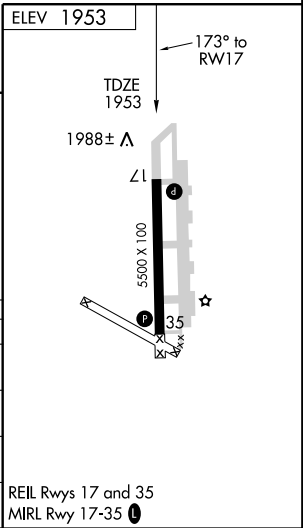
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH:
Climb to 4300 direct ZUSKI and hold.

AWOS-3 118.725	WICHITA RADIO 122.65	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	2203-1	250 (300-1)		NA
LNAV/VNAV DA	2258-1	305 (400-1)		NA
LNAV MDA	2340-1	387 (400-1)		NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA



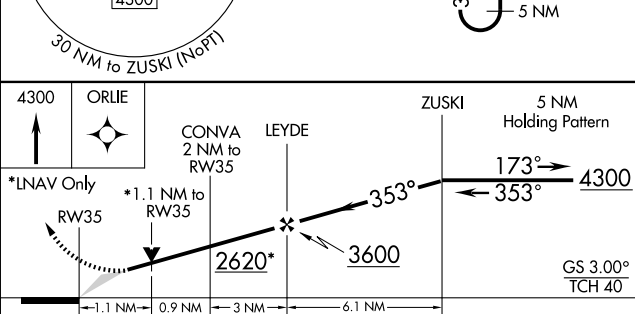
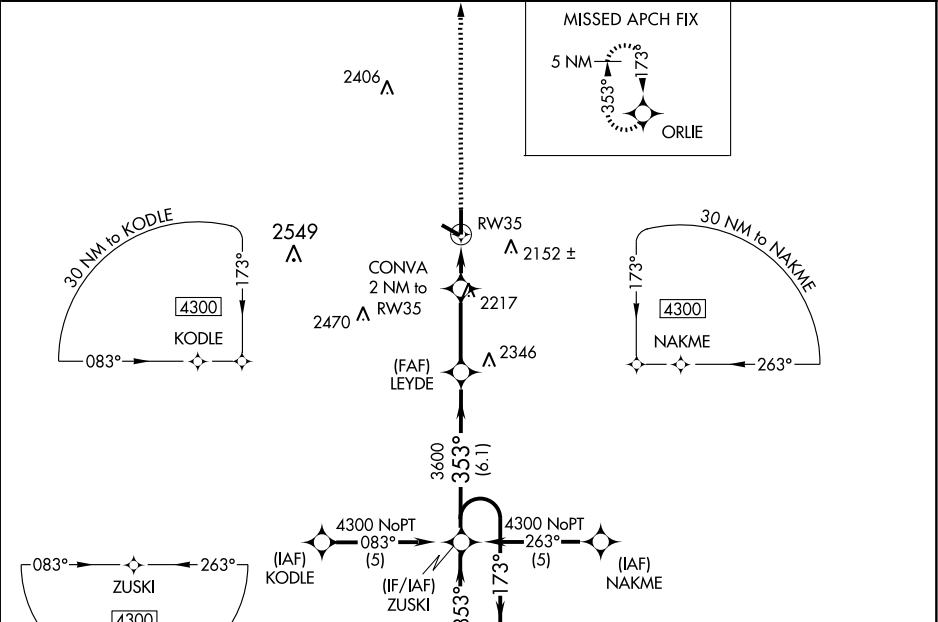
WAAS CH 86607 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	5500 1953 1953
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RNAV (GPS) RWY 35
PRATT INDUSTRIAL (PTT)

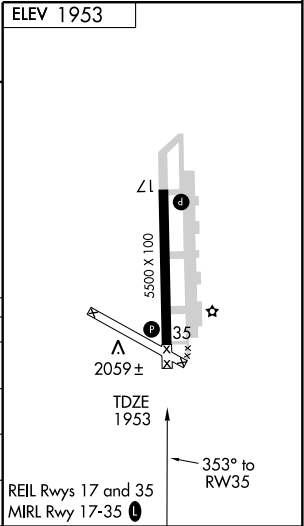
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH:
Climb to 4300 direct ORLE and hold.

AWOS-3 118.725	WICHITA RADIO 122.65	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2203-1	250 (300-1)		NA
LNAV/VNAV DA	2329-1¼	376 (400-1¼)		NA
LNAV MDA	2320-1	367 (400-1)		NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA



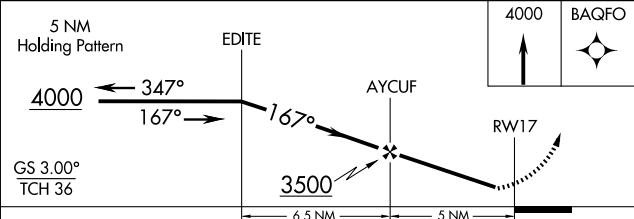
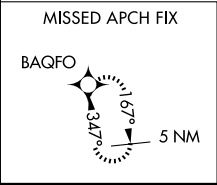
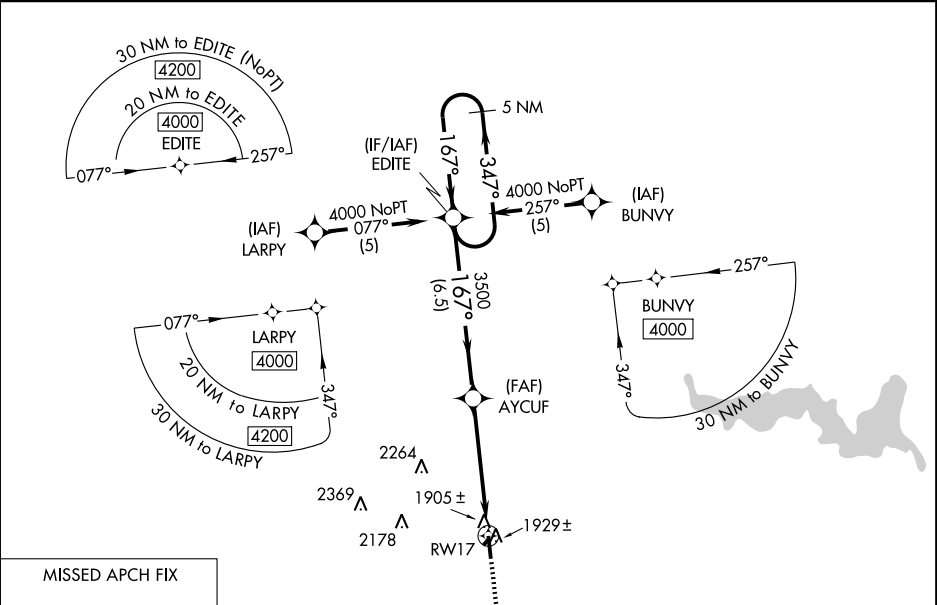
WAAS Ch 93904 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	5000 1864 1864
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RNAV (GPS) RWY 17
RUSSELL MUNI (RSL)

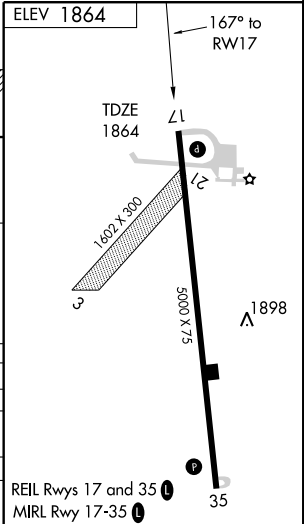
⚠ BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct BAQFO and hold.

ASOS 128.325	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.7(CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	2117-1	253 (300-1)		NA
LNAV/VNAV DA	2175-1¼	311 (400-1¼)		NA
LNAV MDA	2220-1	356 (400-1)		NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA



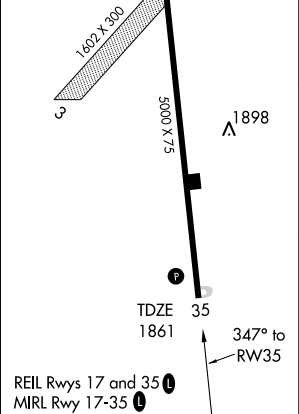
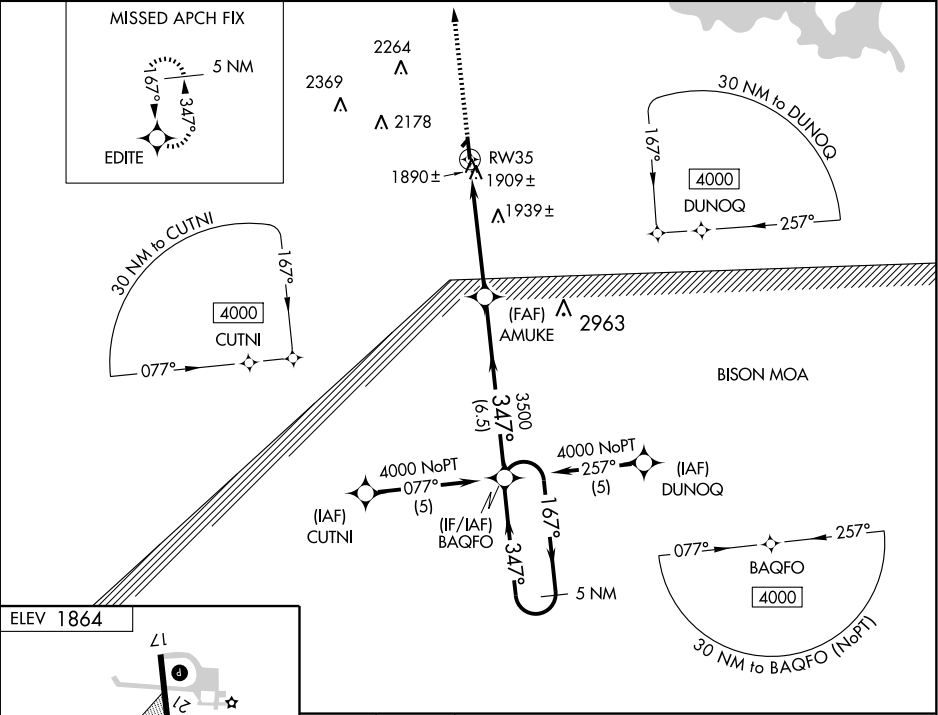
WAAS Ch 99704 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	5000 1861 1864
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RNAV (GPS) RWY 35
RUSSELL MUNI (RSL)

BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct EDITE and hold.

ASOS 128.325	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.7 (CTAF) 1
------------------------	--	---------------------------------



4000

EDITE

* LNAV only

BAQFO

5 NM Holding Pattern

167° → 4000

← 347°

347°

3500

GS 3.00° TCH 35

1 NM

4 NM

6.5 NM

RW35

* 1 NM to RW35

AMUKE

CATEGORY	A	B	C	D
LPV DA	2115-1	254 (300-1)		NA
LNAV/VNAV DA	2195-1¼	334 (400-1¼)		NA
LNAV MDA	2200-1	339 (400-1)		NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA

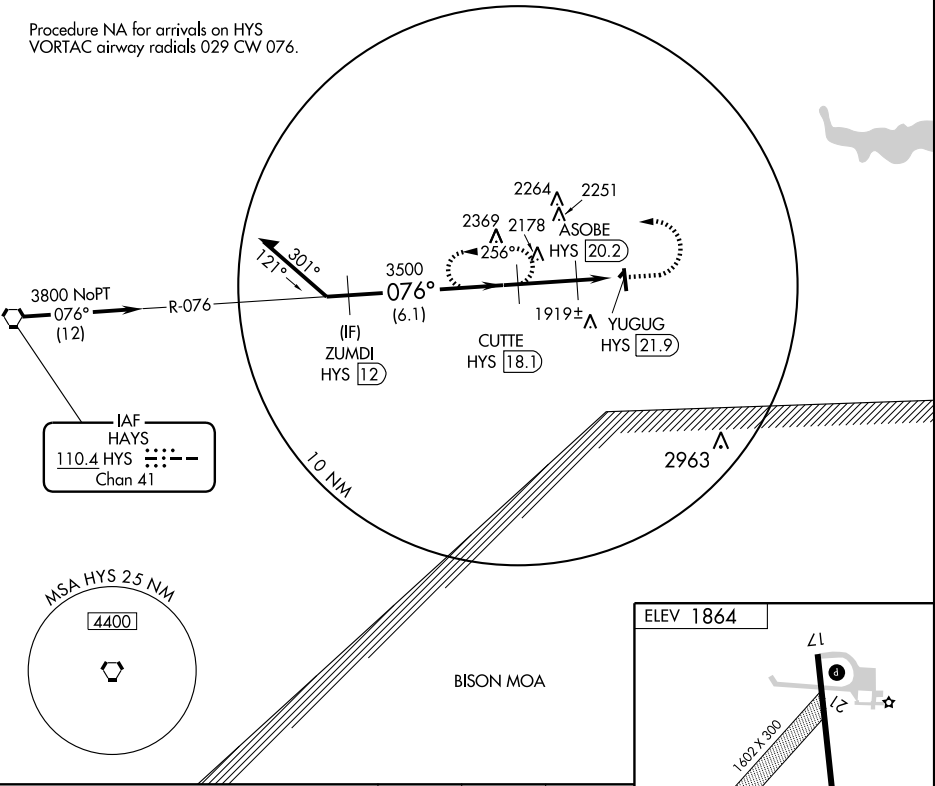
VORTAC HYS 110.4 Chan 41	APP CRS 076°	Rwy Idg TDZE Apt Elev N/A N/A 1864
--	------------------------	--

V If local altimeter setting not received, use Hays altimeter setting and increase all MDAs 80 feet.

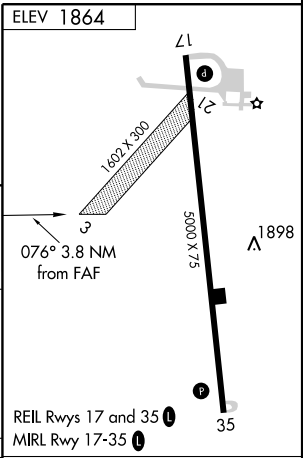
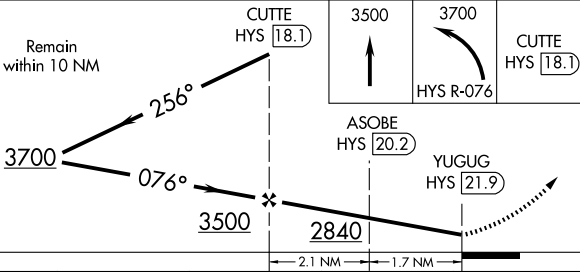
MISSED APPROACH: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE 18.1 DME and hold.

ASOS 128.325	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.7 (CTAF) 1
------------------------	--	---------------------------------

Procedure NA for arrivals on HYS
VORTAC airway radials 029 CW 076.



Remain within 10 NM



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2240-1 376 (400-1)	2320-1¼ 456 (500-1¼)	2320-1½ 456 (500-1½)	NA	Min:Sec					

AIRPORT DIAGRAM

AL-362 (FAA)

SALINA MUNI (SLN)
SALINA, KANSAS

ATIS

120.15

SALINA TOWER ★

119.3 257.7

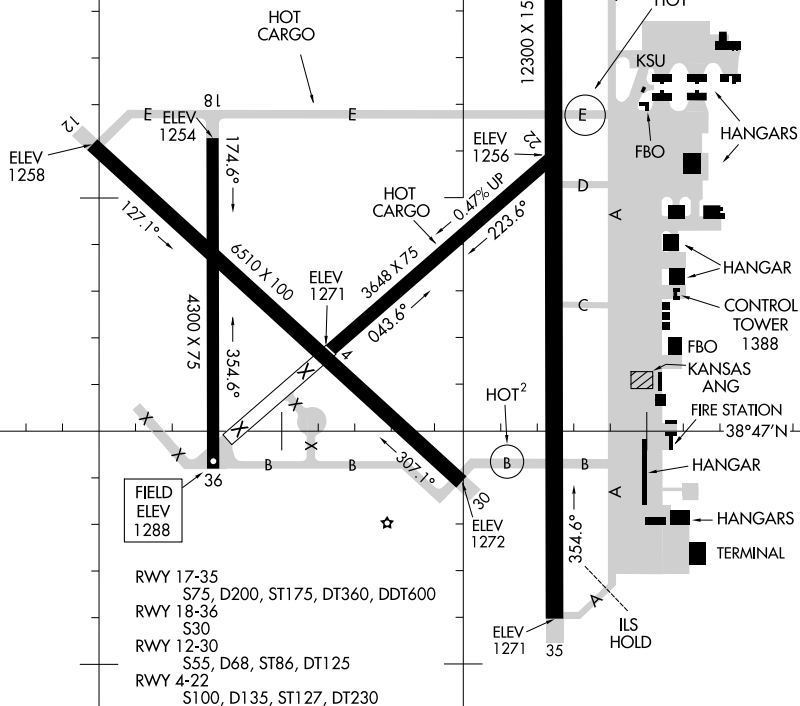
GND CON

121.9 397.9

RESTRICTED AREA



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°

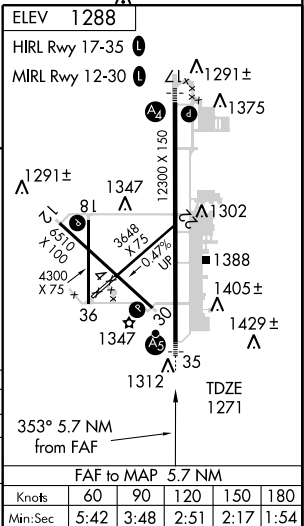
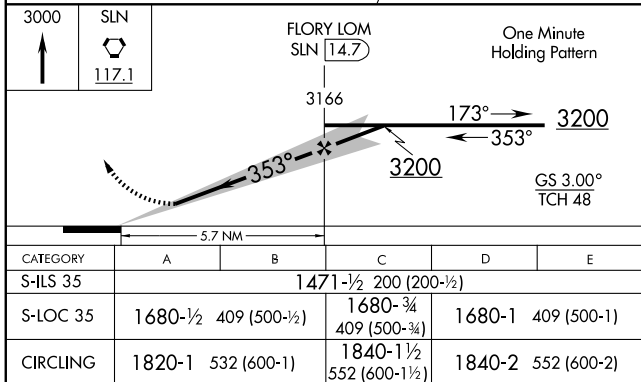



RWY 17-35
S75, D200, ST175, DT360, DDT600
RWY 18-36
S30
RWY 12-30
S55, D68, ST86, DT125
RWY 4-22
S100, D135, ST127, DT230

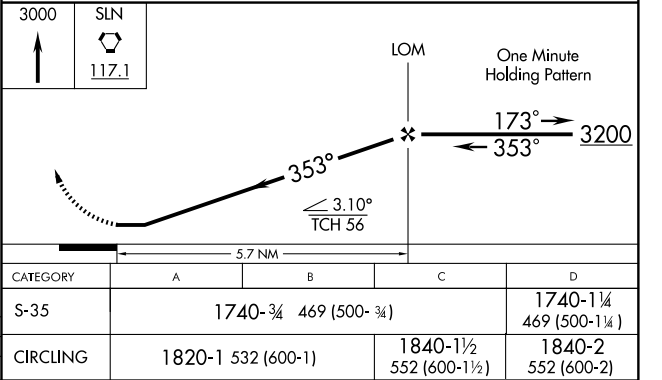
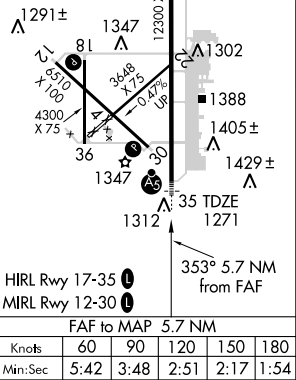
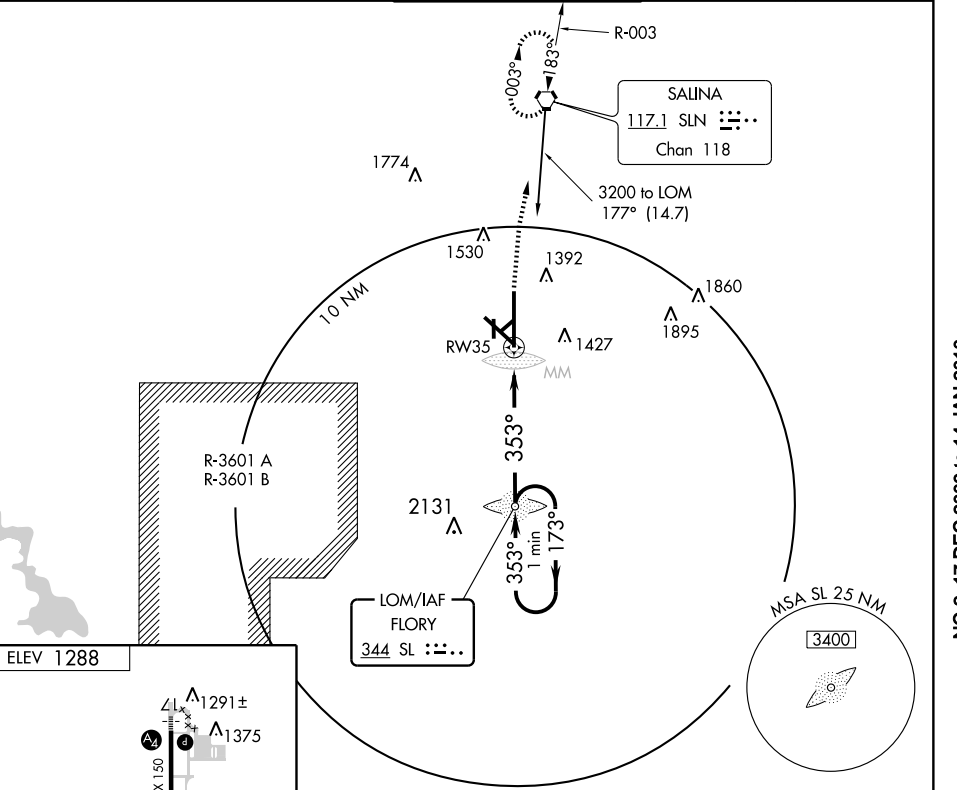
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 17 DEC 2009 to 14 JAN 2010

<div><div></div><div></div></div>	Cat D and E circling NA southwest or Rwy 12-30. For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1¼ miles and Cat E to 1½ mile.		MALSR <div><div>AS</div><div><div></div><div></div><div></div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.	
	ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 0 257.7	GND CON 121.9 397.9	UNICOM 122.95



<div><div>▼</div><div>▲</div></div> <div>Cat D circling NA southwest of runway 12-30.</div>		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.	
ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 257.7		GND CON 121.9 397.9
				UNICOM 122.95



APP CRS	Rwy Idg	6510
125°	TDZE	1265
	Apt Elev	1288

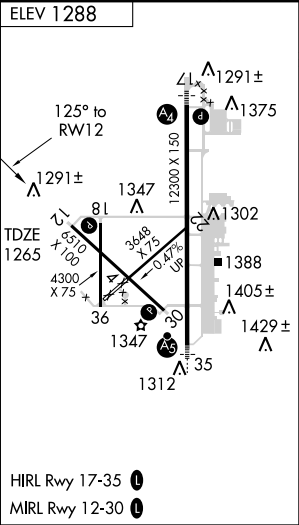
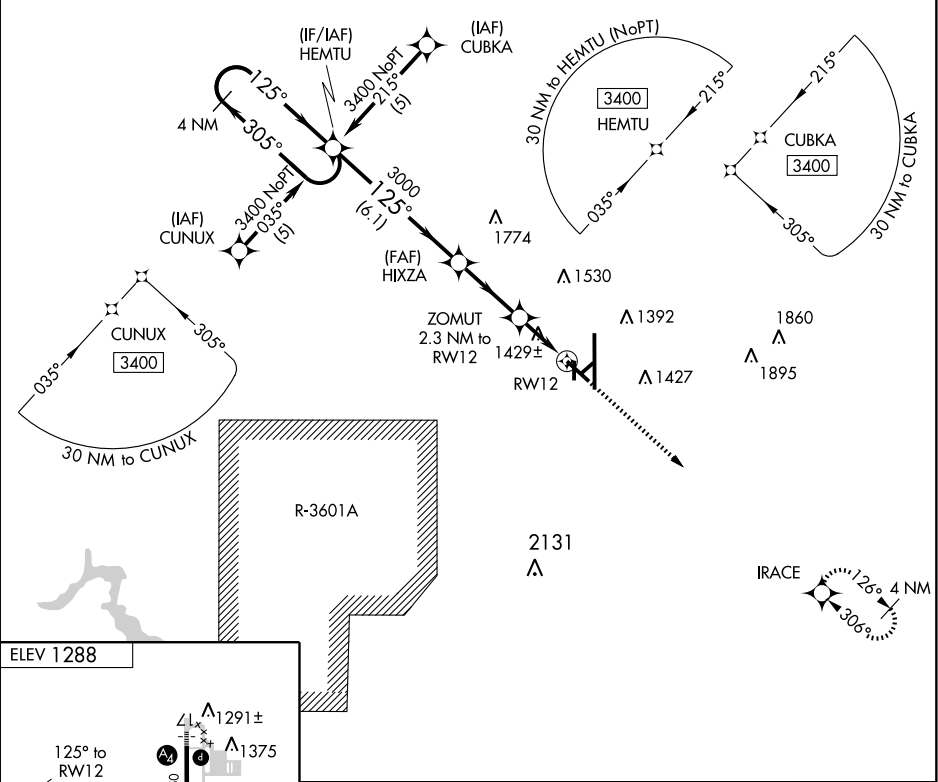
RNAV (GPS) RWY 12

SALINA MUNI (SLN)

⚠ Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct IRACE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) 257.7	121.9 397.9	122.95



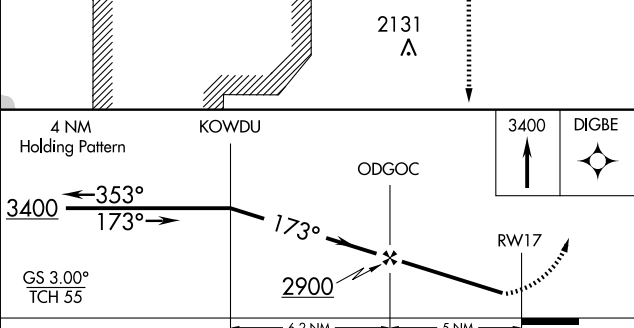
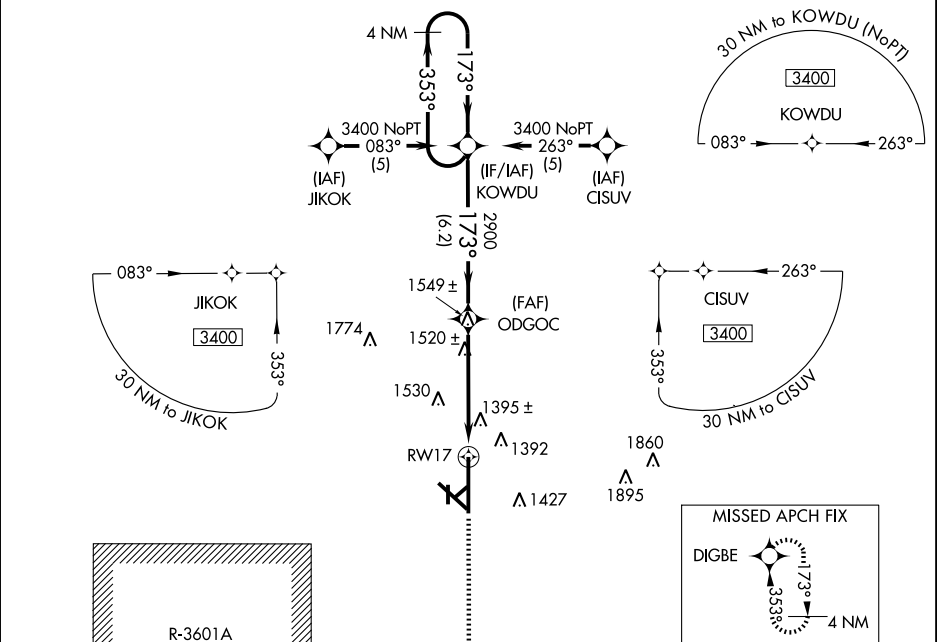
	4 NM Holding Pattern	HEMTU	HIXZA	ZOMUT 2.3 NM to RW12	1.3 NM to RW12	RW12
	3400	3000	2040			
	125°	125°	125°			
	305°	125°	125°			
	6.1 NM	3 NM	1 NM	1.3 NM		
CATEGORY	A	B	C	D		
LNAV MDA	1700-1	435 (500-1)	1700-1¼ 435 (500-1¼)	1700-1½ 435 (500-1½)		
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)		

WAAS CH 70322 W17A	APP CRS 173°	Rwy Idg 12300 TDZE 1246 Apt Elev 1288
--	------------------------	--

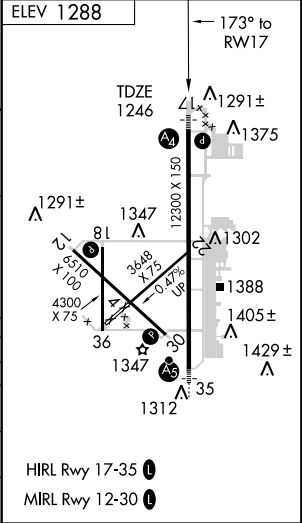
RNAV (GPS) RWY 17
SALINA MUNI (SLN)

▼ DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. Inoperative table does not apply.	MALS A2	MISSED APPROACH: Climb to 3400 direct DIGBE and hold.
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ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 257.7	GND CON 121.9 397.9	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA		1496-1	250 (300-1)	
LNAV/VNAV DA		1741-1¾	495 (500-1¾)	
LNAV MDA	1780-1	534 (500-1)	1780-1½ 534 (500-1½)	1780-1¾ 534 (500-1¾)
CIRCLING	1820-1¾	532 (600-1¾)	1840-1¾ 552 (600-1¾)	1840-2 552 (600-2)



APP CRS
305°

Rwy Idg	6510
TDZE	1273
Apt Elev	1288

RNAV (GPS) RWY 30
SALINA MUNI (SLN)

SALINĂ MUNI (SLN)

T Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using McPherson altimeter setting.

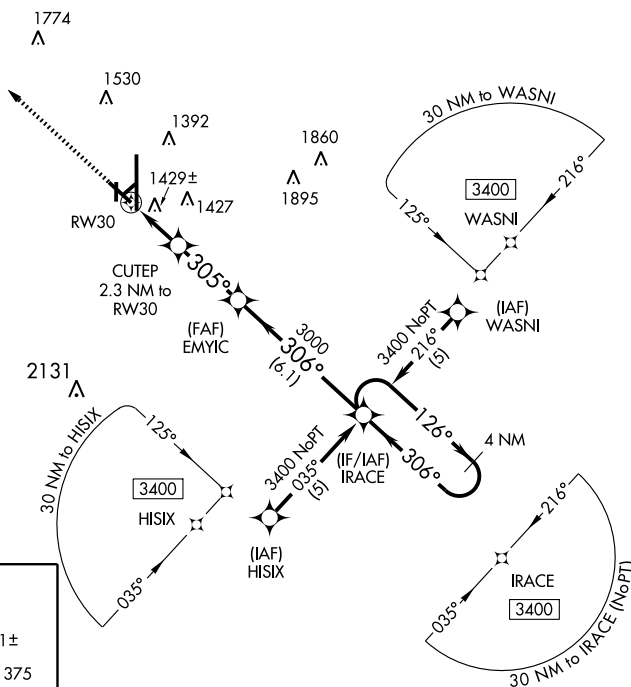
MISSED APPROACH.
Climb to 3400 direct
HEMTU and hold.

ATIS
120.15

KANSAS CITY CENTER
134.9 363.2

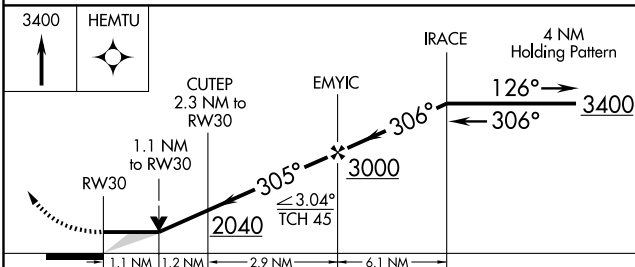
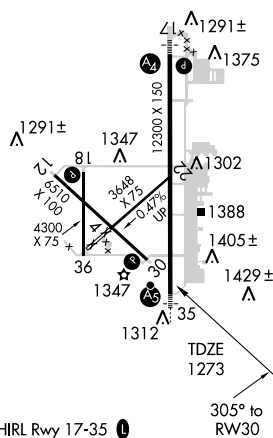
SALINA TOWER ★
119.3 (CTAF) **L** 257.7

GND CON
121.9 397.9

UNICOM
122.95

R-3601A

ELEV 1288



CATEGORY	A	B	C	D
LNAV MDA	1680-1	407 (400-1)	1680-1½	407 (400-1½)
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)

MISSED APPROACH: Climb to 3400
direct KOWDU and hold.

MALSR

GND CON	UNICOM
121.9 397.9	122.95

[illegible]

VORTAC SLN	APP CRS	Rwy Idg	12300
117.1		TDZE	1246
Chan 118	183°	Apt Elev	1288

VOR RWY 17
SALINA MUNI (SLN)

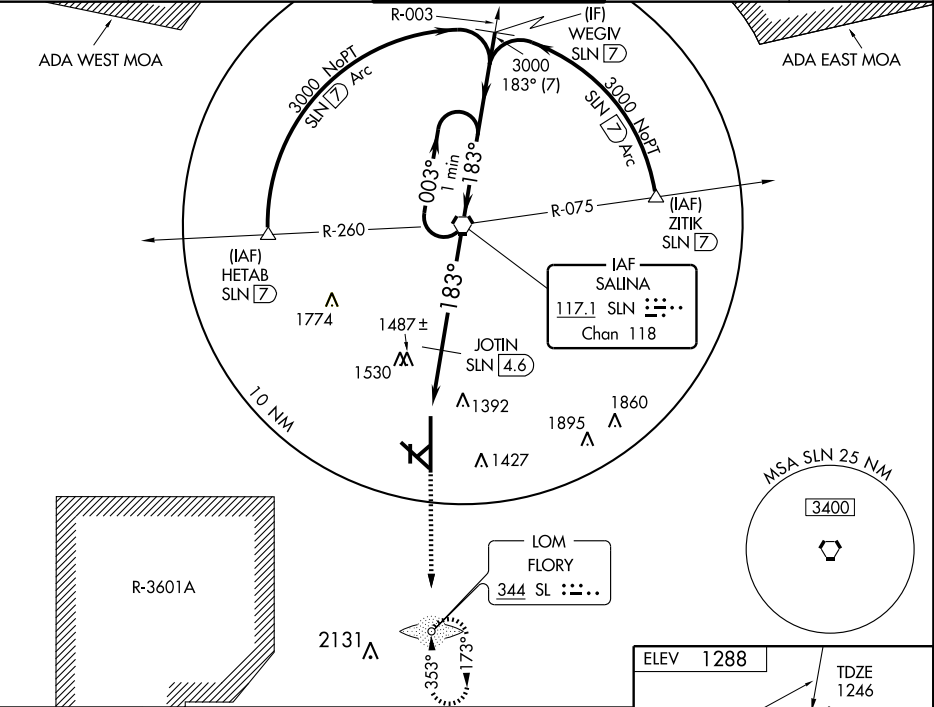
⚠ Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and Cat C/D/E visibility ¼ mile and increase JOTIN fix minimums S-17 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, circling Cat C/E visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MALS

A

MISSED APPROACH:
Climb to 3400 direct SL LOM and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) 0 257.7	121.9 397.9	122.95



3400

SL

344

*1960 when using McPherson altimeter setting.

VORTAC

One Minute Holding Pattern

SLN 7

JOTIN SLN 4.6

183°

003°

3000

183°

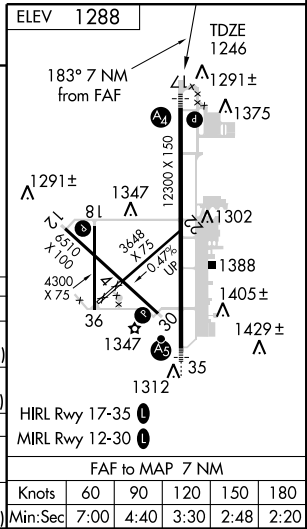
1.5 NM

1 NM

4.6 NM

1860

CATEGORY	A	B	C	D	E
S-17	1860-¾ 614 (600-¾)		1860-1¾ 614 (600-1¾)	1860-2 614 (600-2)	1860-2¼ 614 (600-2¼)
CIRCLING	1860-1 572 (600-1)		1860-1¾ 572 (600-1¾)	1860-2 572 (600-2)	1920-2¼ 632 (700-2¼)
JOTIN FIX MINIMUMS					
S-17	1760-¾ 514 (500-¾)		1760-1½ 514 (500-1½)	1760-1¾ 514 (500-1¾)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)	1920-2¼ 632 (700-2¼)



NDB TQK	APP CRS	Rwy Idg	4999
<u>256</u>	341°	TDZE	2963
		Apt Elev	2963

NDB RWY 35
SCOTT CITY MUNI (TQK)

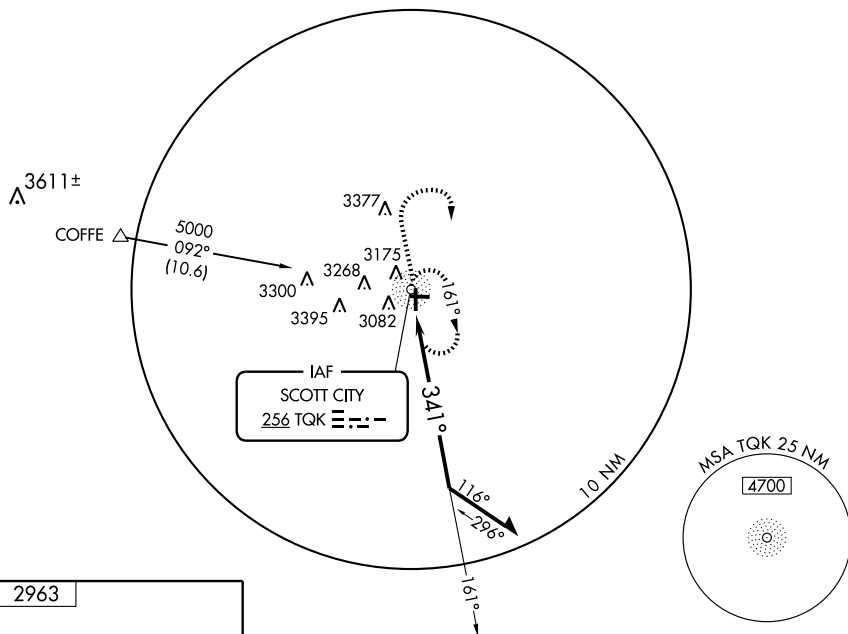
A NA If local altimeter setting not received, use Garden City altimeter setting.

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 direct TQK NDB and hold.

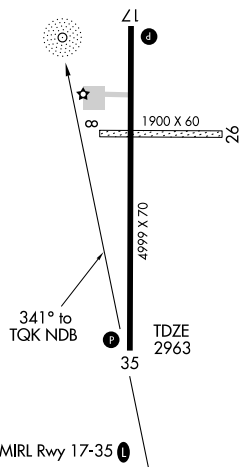
AWOS-3
120.0

DENVER CENTER
132.5 379.15

UNICOM
122.8 (CTAF) **L**



ELEV 2963



4100	5000
------	------

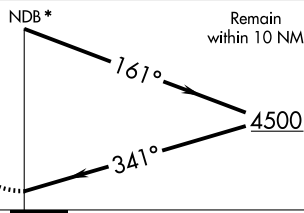
5000

TQK

NDB *

Remain
within 10 NM

* Maintain 5000 or above until established outbound for PT.

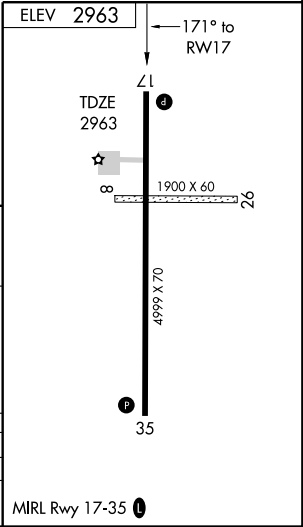
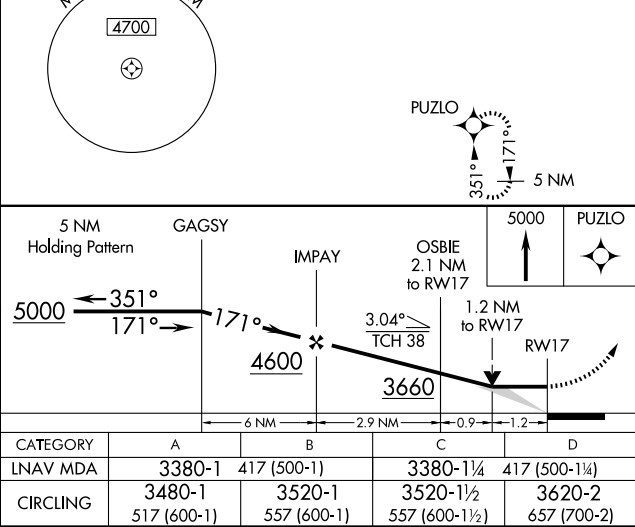
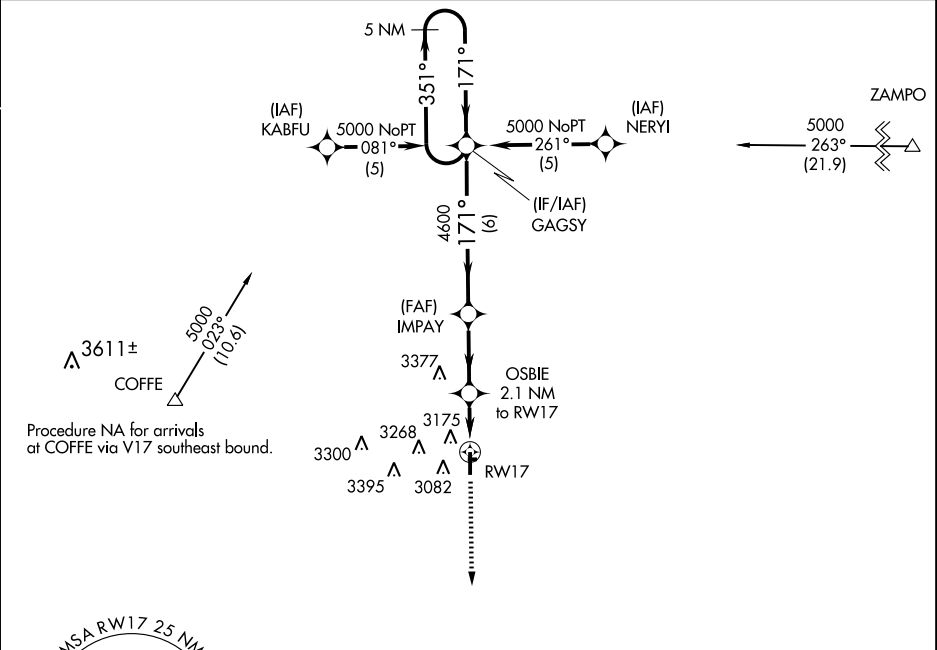


CATEGORY	A	B	C	D
S-35	3480-1	517 (600-1)	3480-1½ 517 (600-1½)	3480-1¾ 517 (600-1¾)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)
GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS				
S-35	3580-1	617 (700-1)	3580-1¾ 617 (700-1¾)	3580-2 617 (700-2)
CIRCLING	3580-1 617 (700-1)	3600-1 637 (700-1)	3600-1¾ 637 (700-1¾)	3720-2½ 757 (800-2½)

APP CRS	Rwy Idg	4999
171°	TDZE	2963
	Apt Elev	2963

RNAV (GPS) RWY 17
SCOTT CITY MUNI (TQK)

NA	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 100 feet. VDP NA when using Garden City altimeter setting.	MISSED APPROACH: Climb to 5000 direct PUZLO and hold.
AWOS-3 120.0	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0



NA

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (109°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV NA when using Garden City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct GAGSY and hold.

AWOS-3

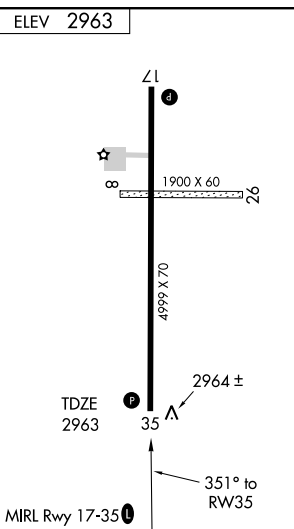
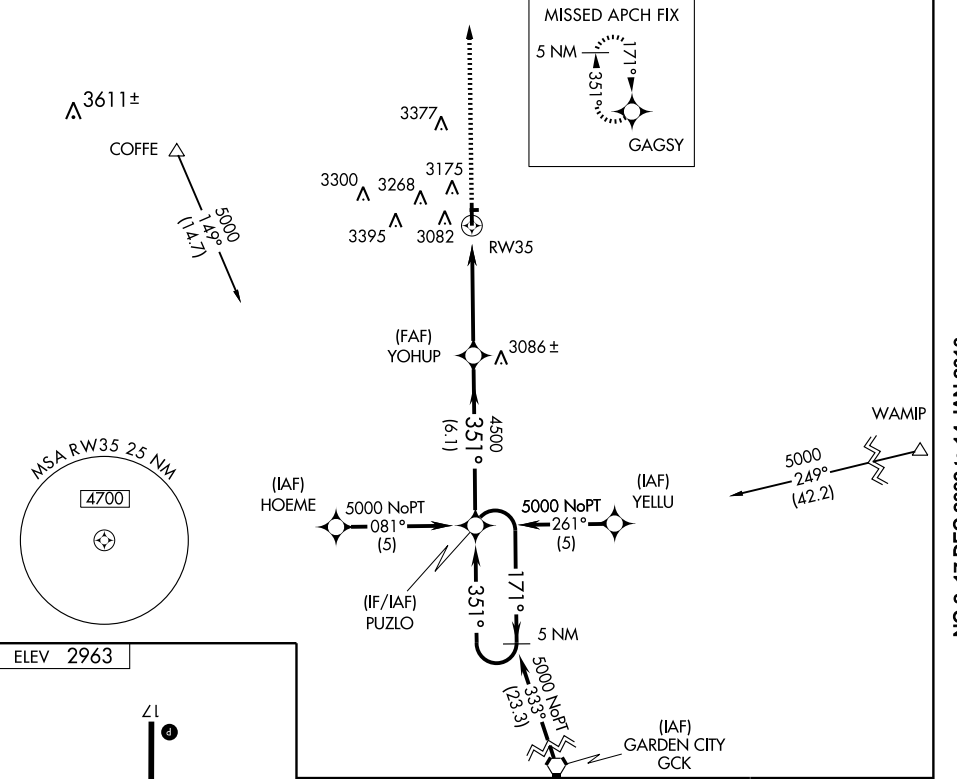
120.0

DENVER CENTER

132.5 379.15

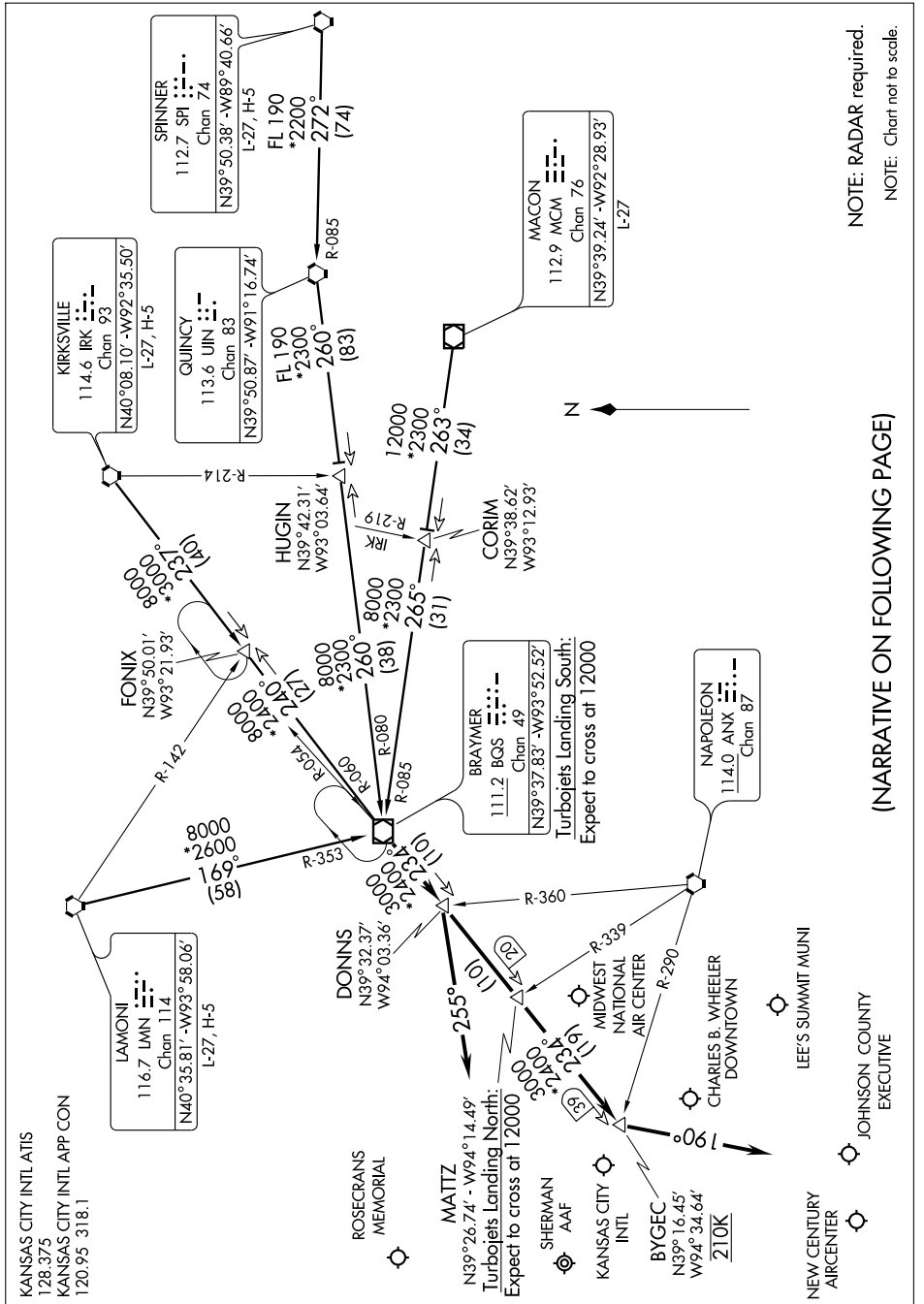
UNICOM

122.8 (CTAF) 0



5000				
GAGSY				
PUZLO 5 NM Holding Pattern				
YOHUP				
RW35				
4.7 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	3213-1		250 (300-1)	
LNAV/VNAV DA	3361-1½		398 (400-1½)	
LNAV MDA	3400-1 437 (500-1)		3400-1¼ 437 (500-1¼)	3400-1½ 437 (500-1½)
CIRCLING	3480-1½ 517 (600-1½)	3520-1½	557 (600-1½)	3620-2 657 (700-2)

NC-2, 17 DEC 2009 to 14 JAN 2010



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

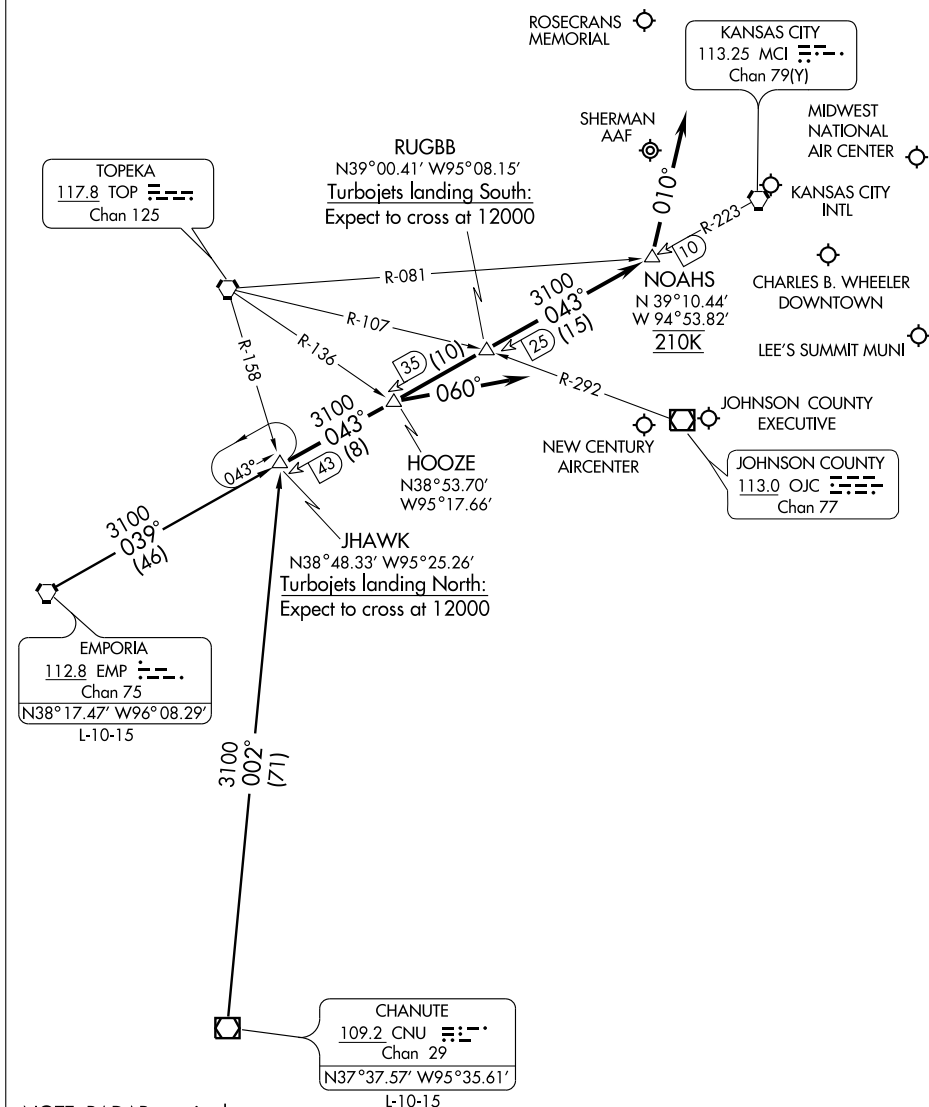
NOTE: Chart not to scale.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

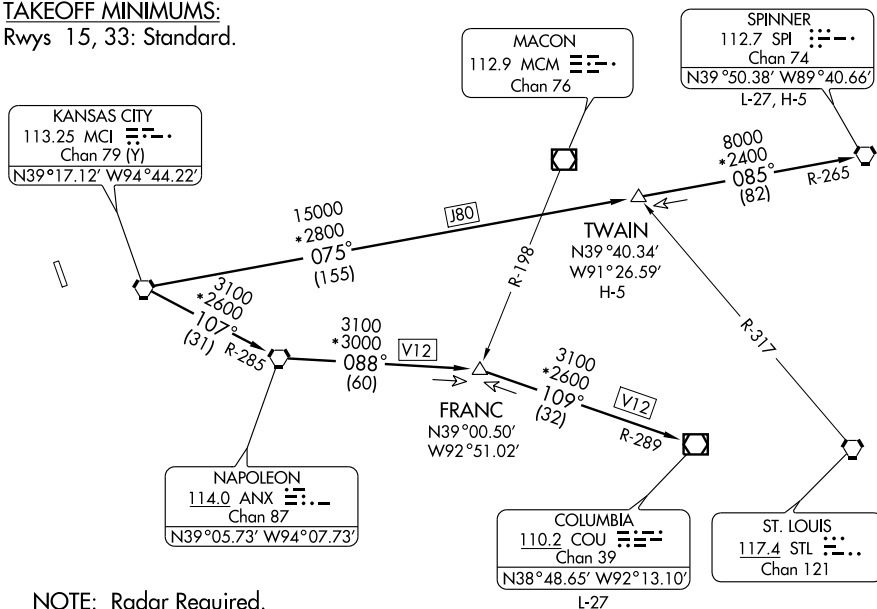
ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

NOTE: Chart not to scale.

Rwys 15, 33: Standard.



NOTE: Radar Required.

NOTE: DME Required for TWAIN
and SPINNER Transitions.

Takeoff Obstacles:

Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL.

Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/
879' MSL. Levee 187 feet from DER, on centerline, 35' AGL/782' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.CO.U): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT. then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOM RN	APP CRS	Rwy Idg	5905
416	316°	TDZE	769
		Apt Elev	772

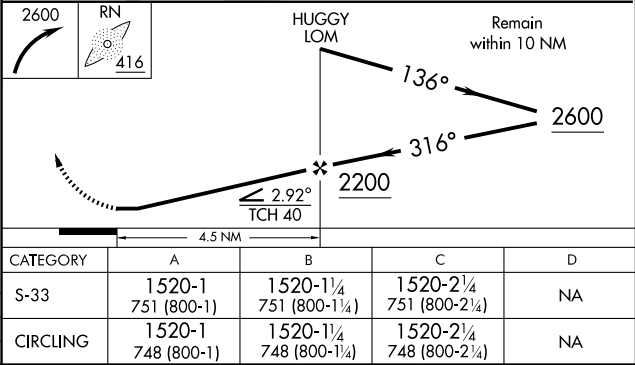
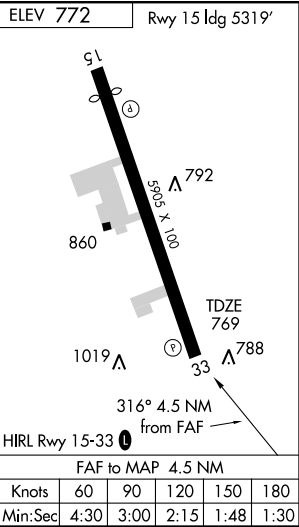
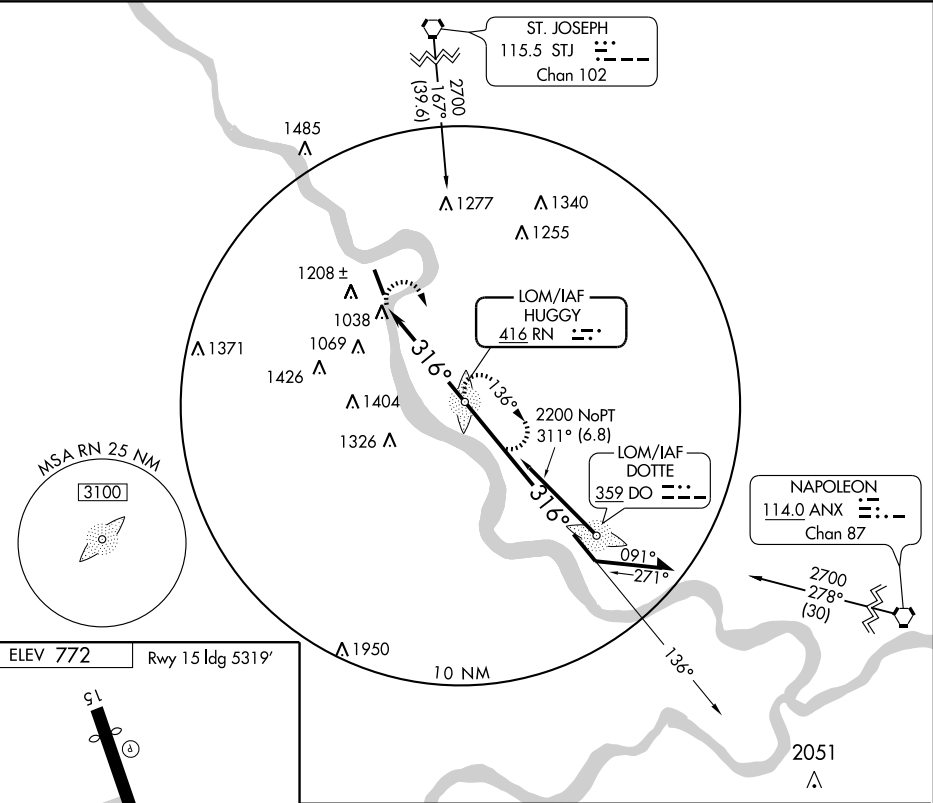
NDB RWY 33
SHERMAN AAF (FLV)

▼
▲ NA

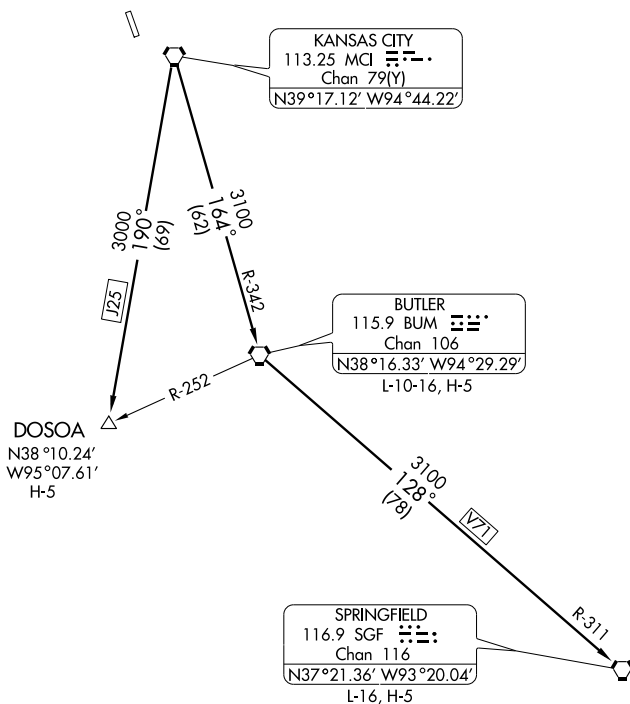
Use Kansas City Intl altimeter setting.
Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2600 direct to RN LOM and hold.

KANSAS CITY APP CON 124.7 318.1	CTAF 126.2 0 *
------------------------------------	-------------------



KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

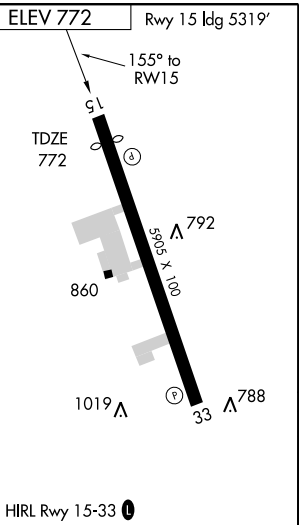
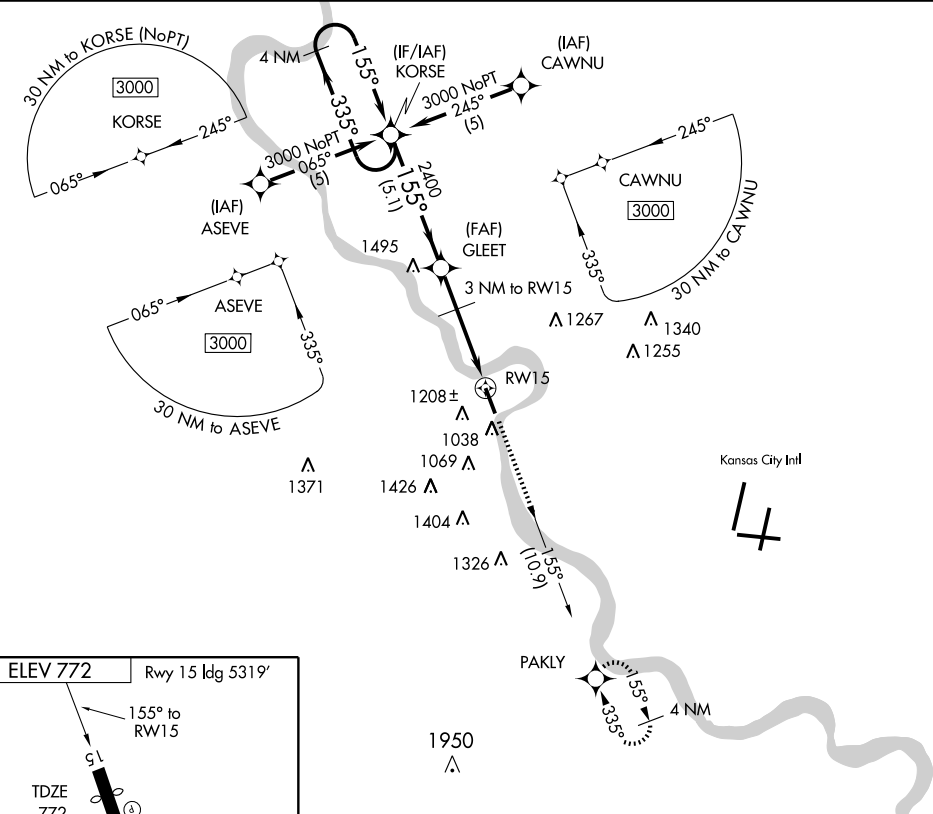
APP CRS	Rwy Idg	5319
155°	TDZE	772
	Apt Elev	772

RNAV (GPS) RWY 15
SHERMAN AAF (FLV)

DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3100 via 155° course to PAKLY WP and hold.

KANSAS CITY APP CON 124.7 318.1	CTAF 126.2 0 ★
------------------------------------	-------------------



4 NM Holding Pattern		KORSE	GLEET	3100	PAKLY
3000		335°	155°	3.04° TCH 50	155°
VGSi and descent angles not coincident.		2400	1780	3 NM to RW15	RW15
		5.1 NM	1.9 NM	3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA	
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA	

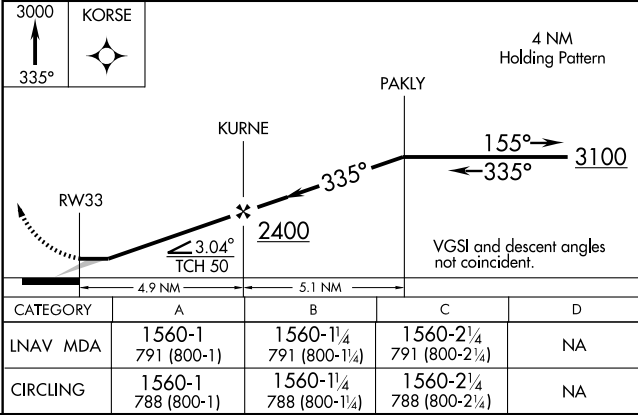
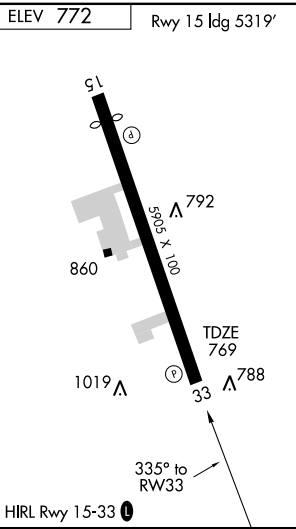
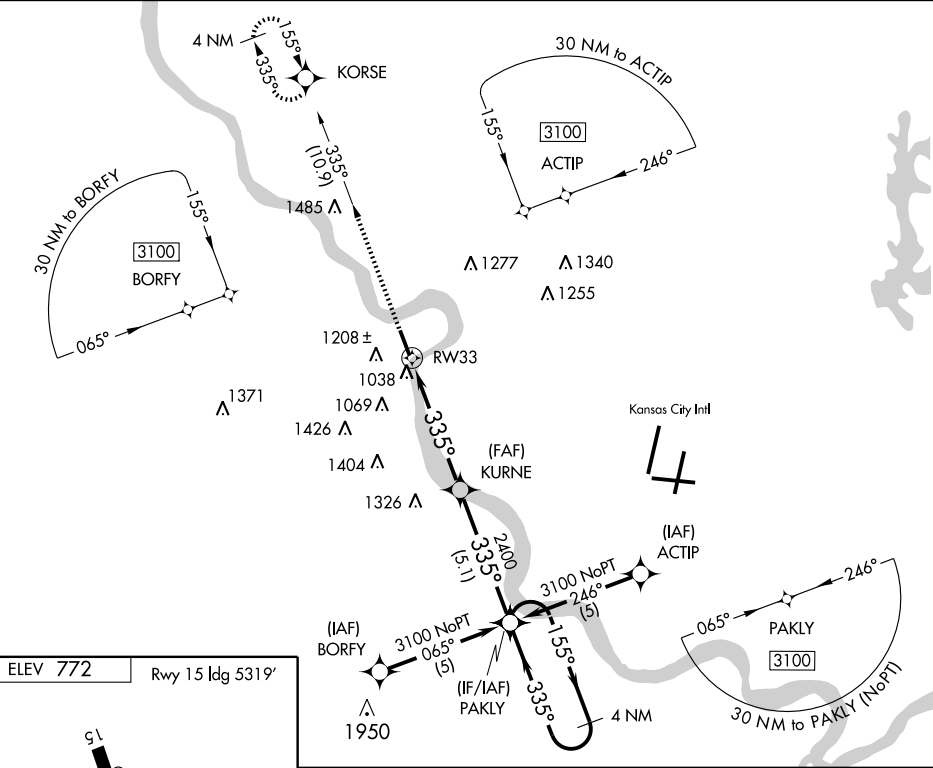
APP CRS	Rwy Idg	5905
335°	TDZE	769
	Apt Elev	772

RNAV (GPS) RWY 33
SHERMAN AAF (FLV)

NA DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3000 via 335° course to KORSE WP and hold.

KANSAS CITY APP CON 124.7 318.1	CTAF 126.2 0 ★
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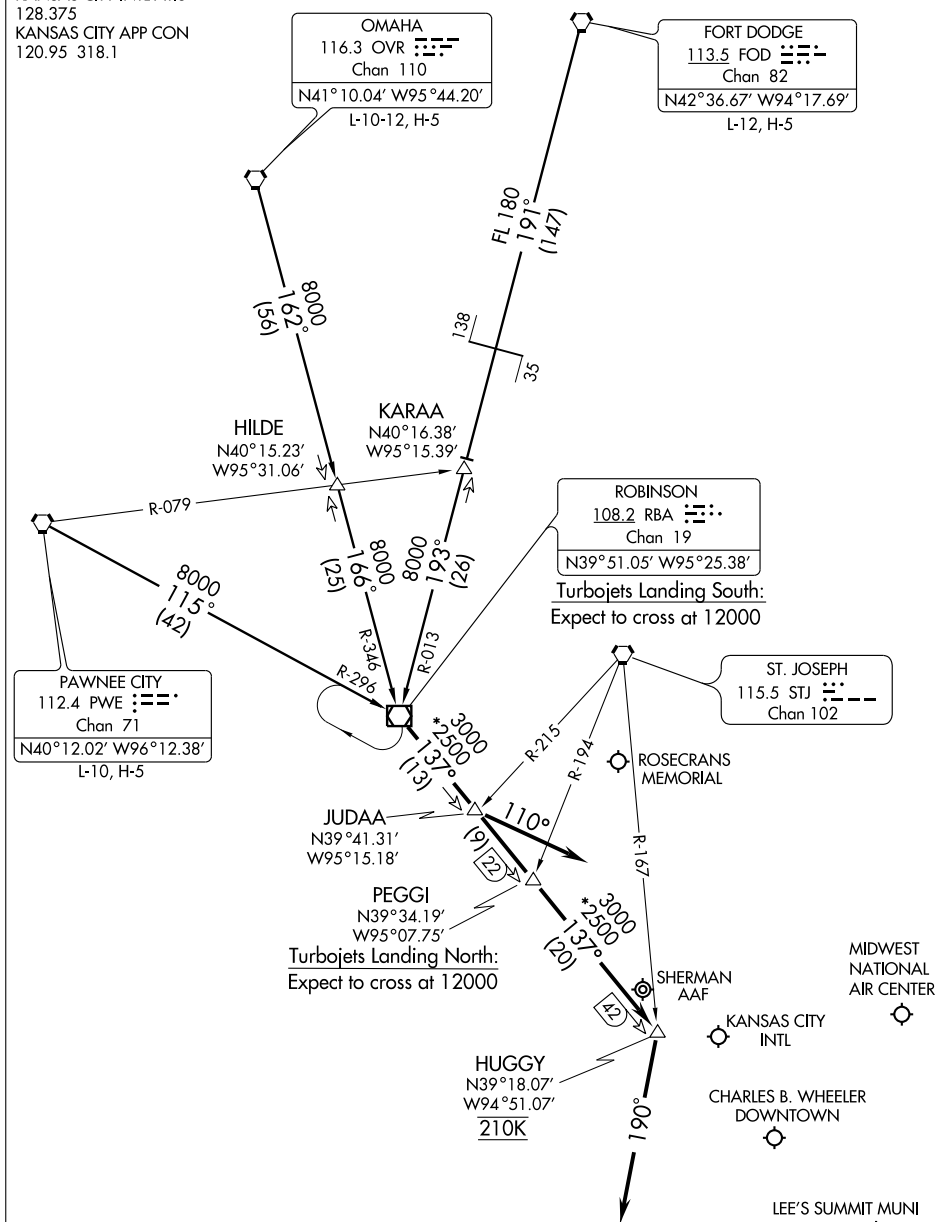


ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NC-3, 17 DEC 2009 to 14 JAN 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTERJOHNSON COUNTY
EXECUTIVE

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

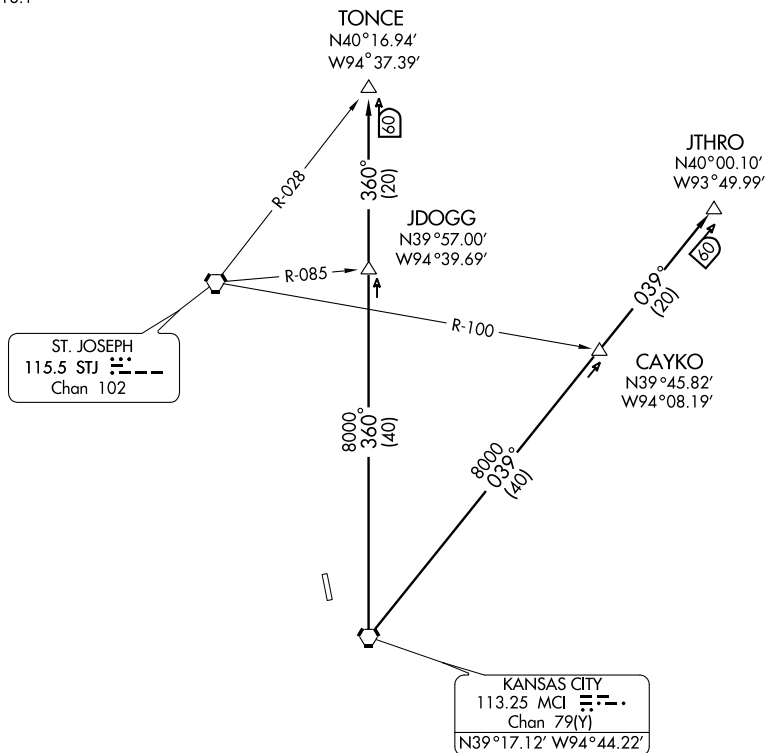
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

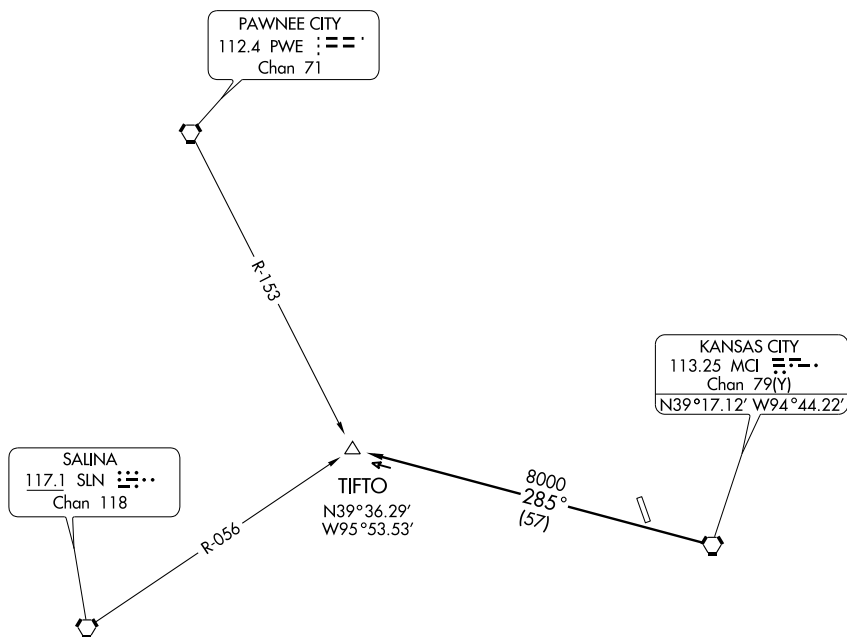
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

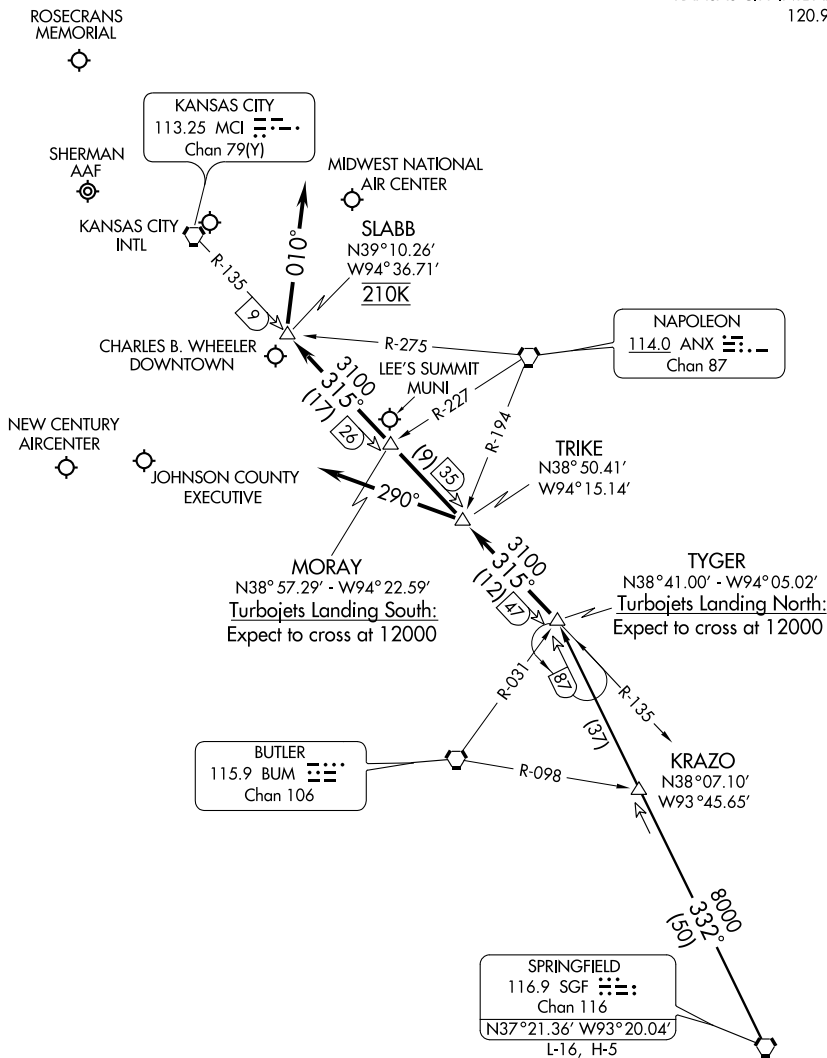
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

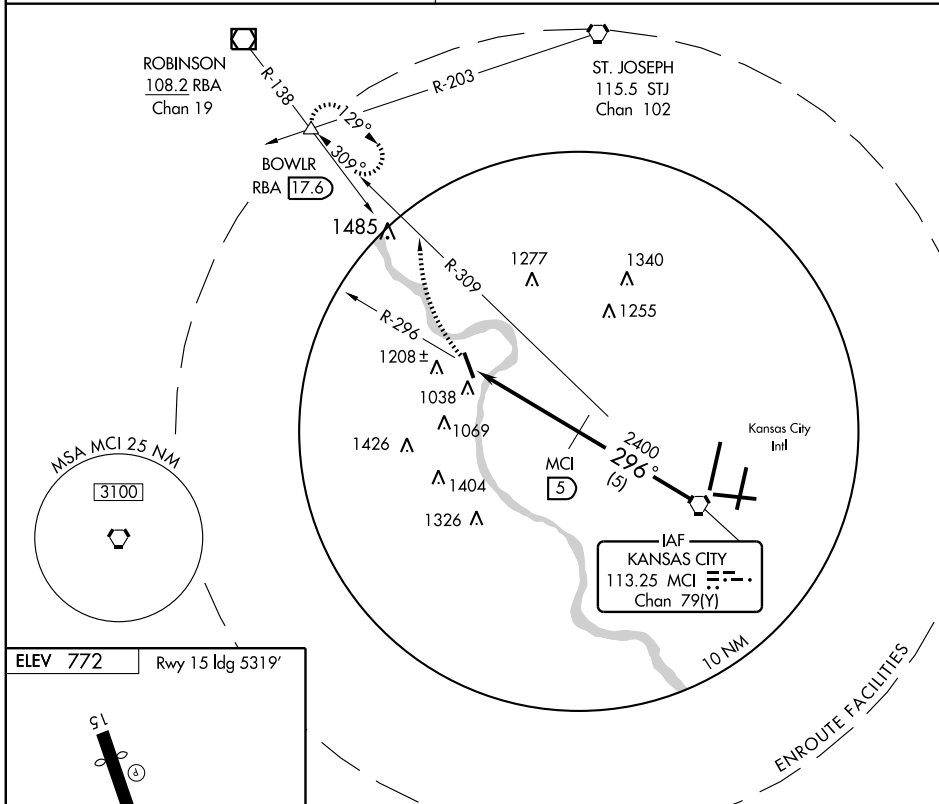
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

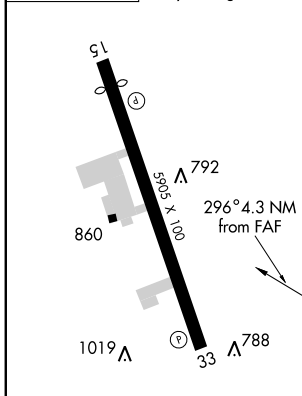
VORTAC MCI 113.25 Chan 79(Y)	APP CRS 296°	Rwy Idg TDZE Apt Elev	N/A N/A 772
--	------------------------	-----------------------------	--

VOR/DME-A
SHERMAN AAF (FLV)

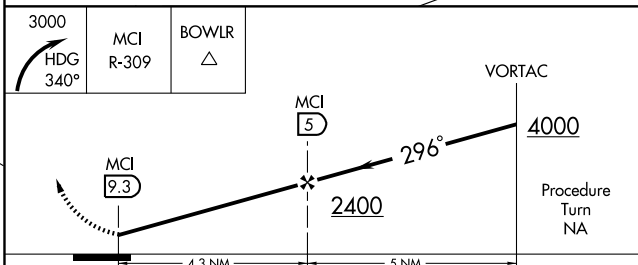
<p>V Use Kansas City Intl altimeter setting. NA Circling NA West of Rwy 15-33</p>	<p>MISSED APPROACH: Climbing right turn to 3000 via heading 340° and MCI R-309 to BOWLR Int and hold.</p>
<p>KANSAS CITY APP CON 124.7 318.1</p>	<p>CTAF 126.2 0 *</p>



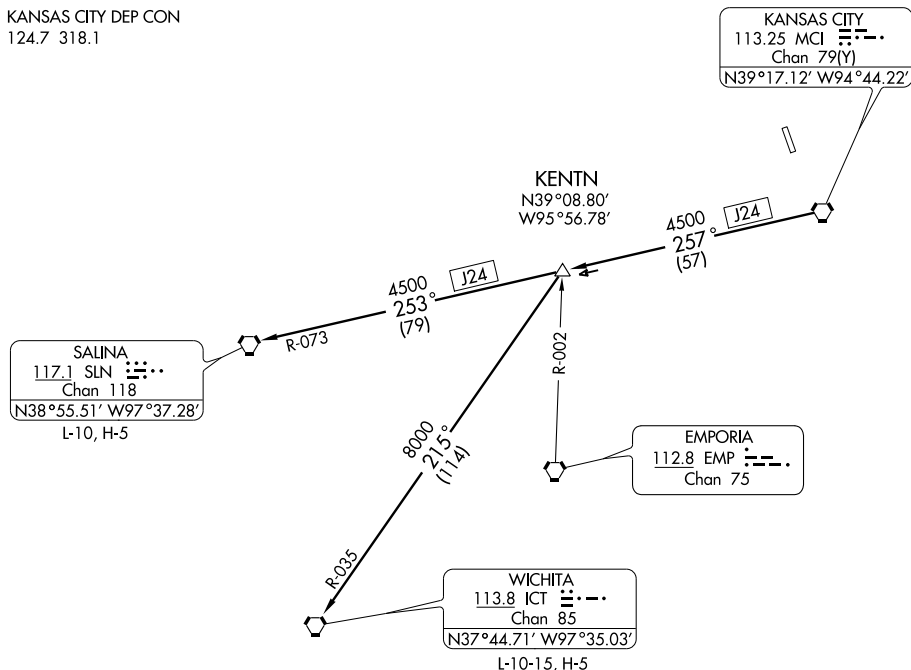
ELEV 772	Rwy 15 Idg 5319'
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Min:Sec	60	90	120	150	180
---------	----	----	-----	-----	-----



CATEGORY	A	B	C	D
KANSAS CITY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1440-1	668 (700-1)	1440-1 3/4 668 (700-1 3/4)	1500-2 1/4 728 (800-2 1/4)

KANSAS CITY DEP CON
124.7 318.1

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

GPS RWY 17
SMITH CENTER MUNI (K82)

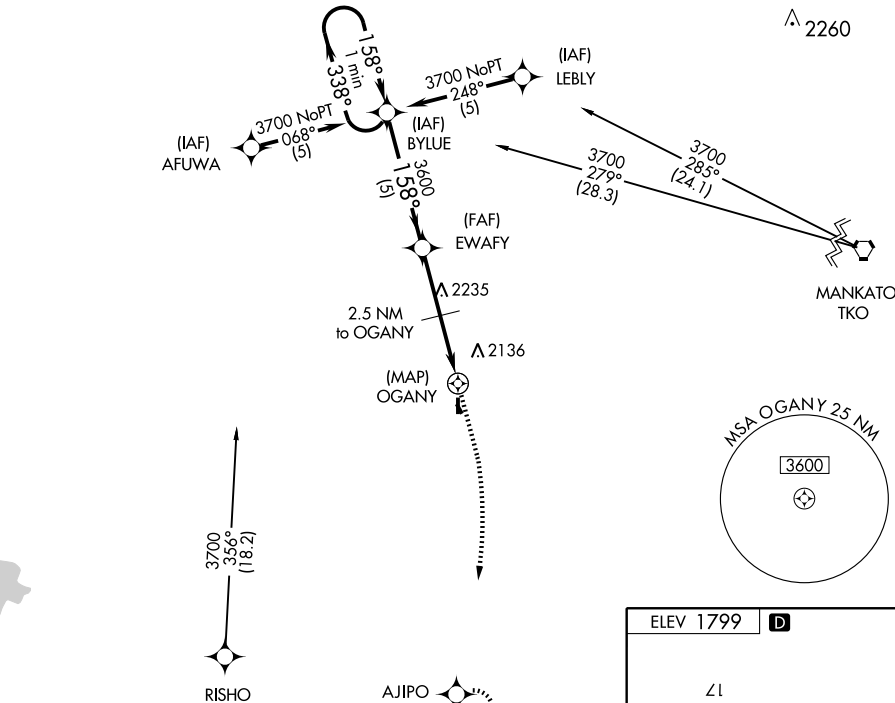
NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing right turn to 3500 direct AJIPO WP and hold.

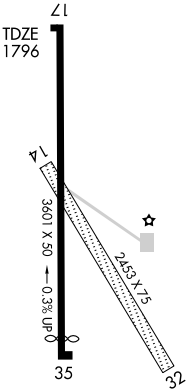
AWOS-3
118.450

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 1799 D



One Minute Holding Pattern			
CATEGORY	A	B	D
S-17	2480-1	684 (700-1)	NA
CIRCLING	2480-1	681 (700-1)	NA

LIRL Rwy 17-35

GPS RWY 35

SMITH CENTER MUNI (K82)

APP CRS	Rwy Idg	3500
353°	TDZE	1792
	Apt Elev	1799

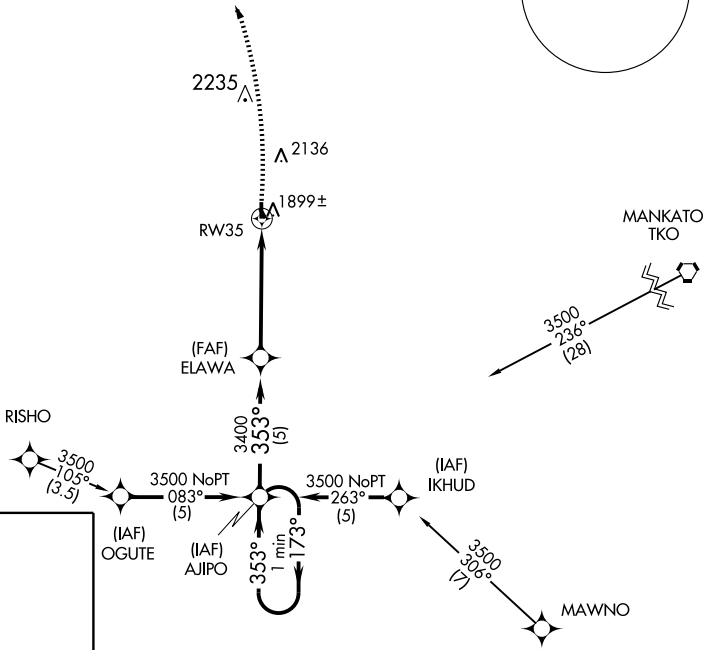
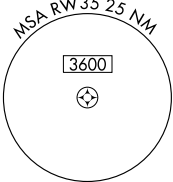
▲ NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 3700 direct BYLUE WP and hold.

AWOS-3
118.450

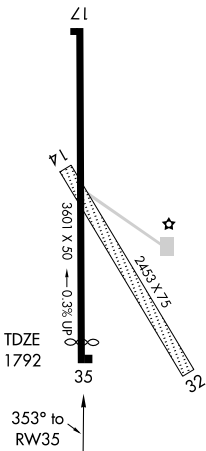
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 1799

D



LIRL Rwy 17-35

<div>2700 ↑</div>		<div>3700 ↷</div>		<div>BYLUE ✦</div>		<div>ELAWA</div>		<div>AJIPO</div>		<div>One Minute Holding Pattern</div>	
<div>↶ RW35</div>		<div>✖ 3400</div>		<div>↗ 353°</div>		<div>↘ 353°</div>		<div>↗ 173°</div>		<div>↖ 3500</div>	
		5 NM		5 NM							
CATEGORY		A		B		C		D			
S-35		2320-1		528 (600-1)				NA			
CIRCLING		2420-1 621 (700-1)		2440-1 641 (700-1)				NA			

VORTAC TKO 109.8 Chan 35	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 1799
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VOR/DME or GPS-A
SMITH CENTER MUNI (K82)

SMITH CENTER MUNI (K82)

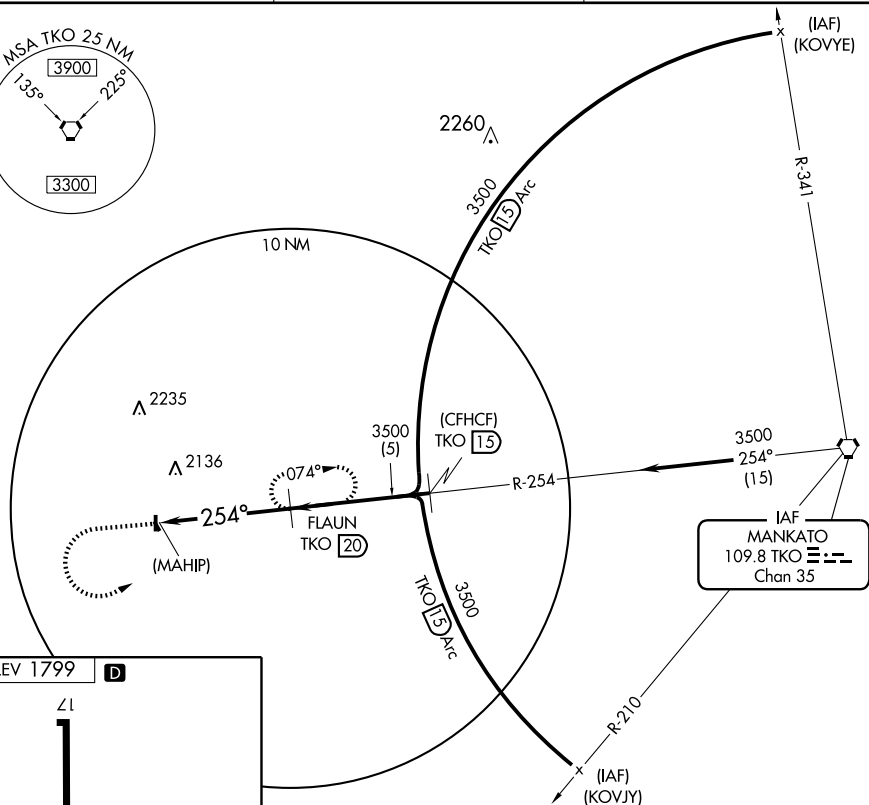
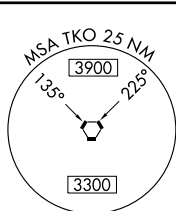
A NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 via TKO R-254 to FLAUN/20 DME and hold.

AWOS-3
118.450

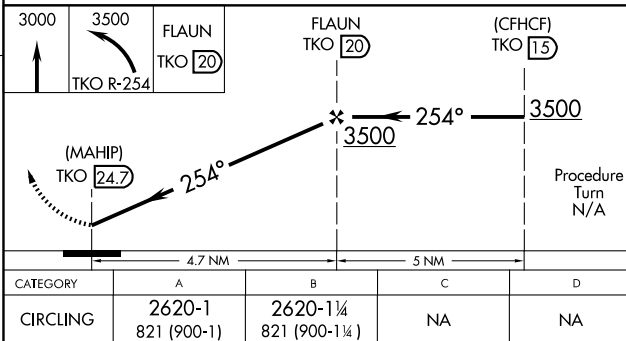
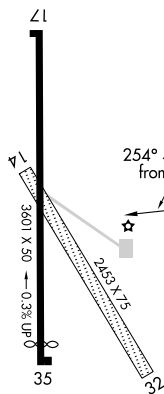
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 1799

D



NC-2. 17 DEC 2009 to 14 JAN 2010

URL Rwy 17-35

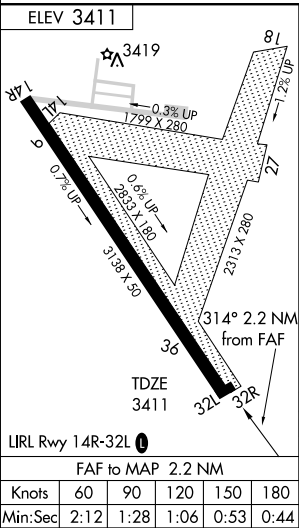
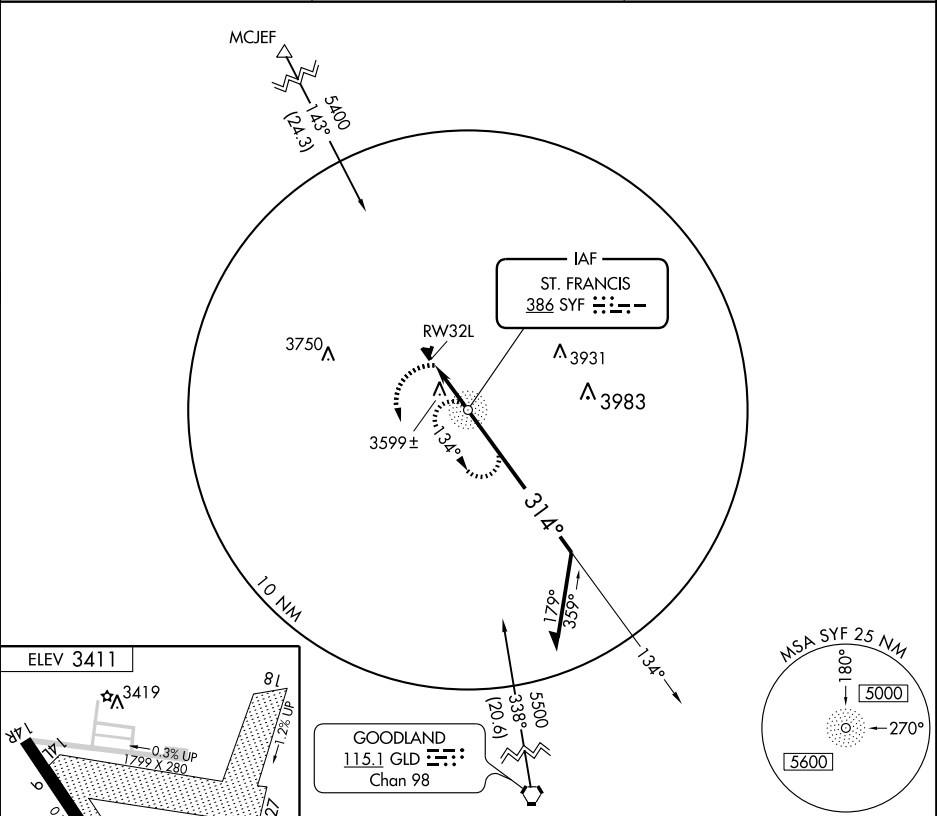
NDB SYF	APP CRS	Rwy Idg	3138
386	314°	TDZE	3411
		Apt Elev	3411


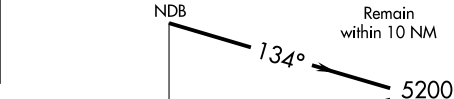
NDB or GPS RWY 32L

ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)

▲ NA	Use Goodland, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5200 direct SYF NDB and hold.
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AWOS-3 118.925	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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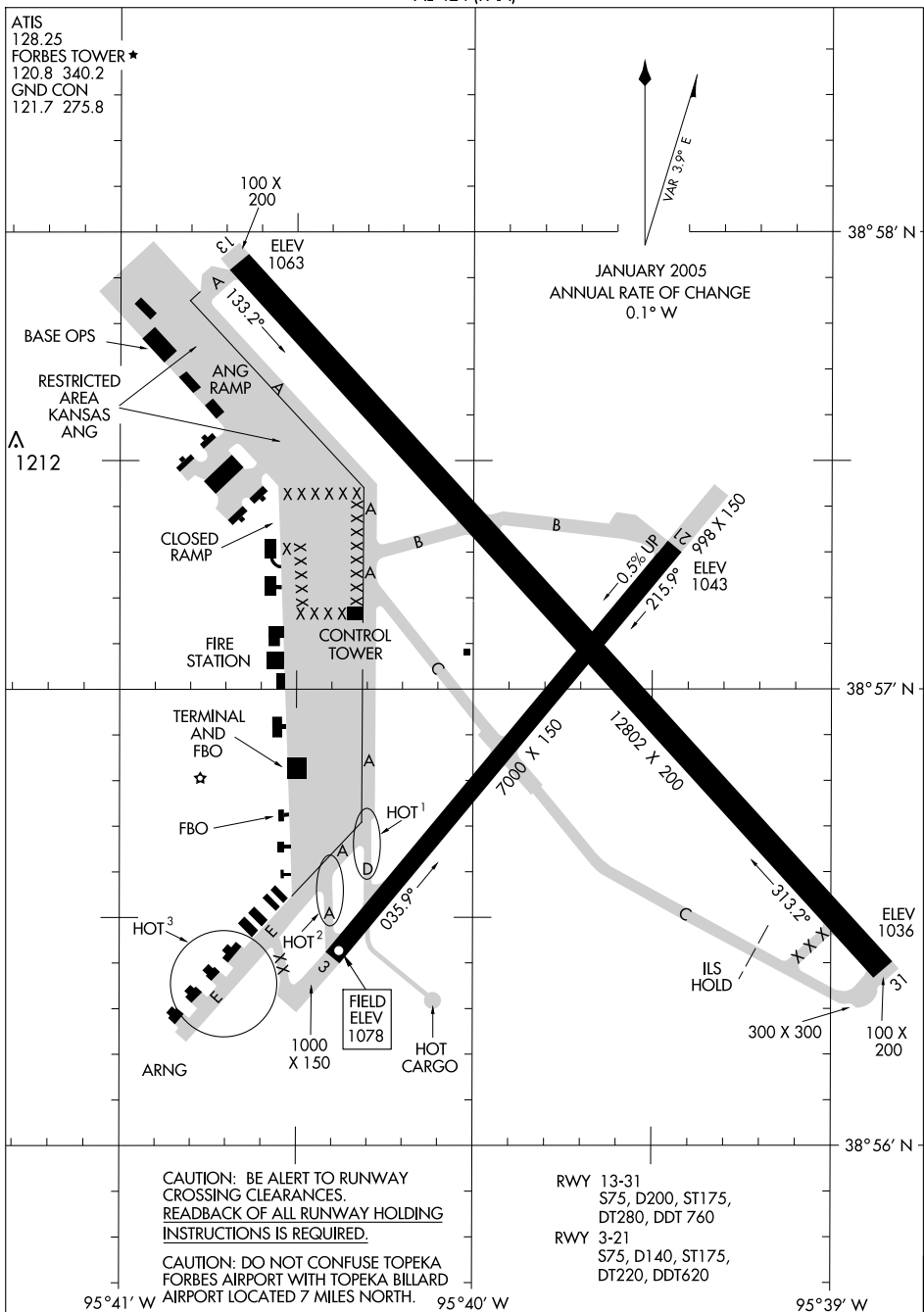
5200	SYF  386				
CATEGORY	A	B	C	D	
S-32L	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA	
CIRCLING	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA	

AIRPORT DIAGRAM

AL-424 (FAA)

TOPEKA/FORBES FIELD (FOE)
TOPEKA, KANSAS

ATIS
128.25
FORBES TOWER ★
120.8 340.2
GND CON
121.7 275.8



NC-2, 17 DEC 2009 to 14 JAN 2010

TACAN FOF Chan 53	APCH CRS 138°	Rwy Idg TDZE 1065 Arpt Elev 1078
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JAL-424 [USAF]

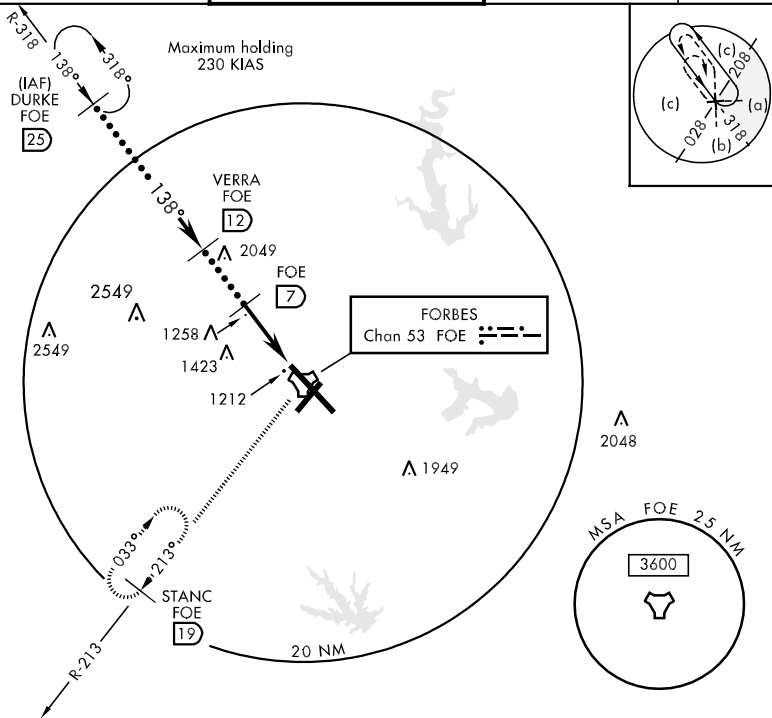
TOPEKA/FORBES FLD (KFOE)

* Inoperative table does not apply to CAT C.

SALS

MISSED APPROACH: Climbing right turn to 3000 via
FOE TACAN R-213 to STANC/19 DME and hold.

ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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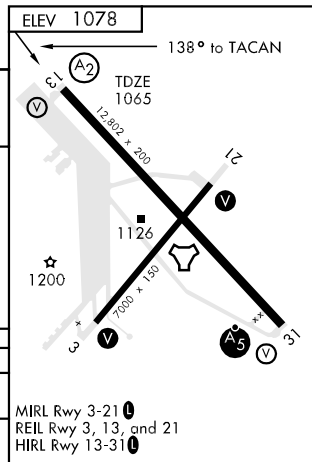
EMERG SAFE ALT 100 NM 3600

DURKE R-318 (25) FL250 10,000				VERRA (12) 3000				VGSI and Descent Angles not coincident.				3000 FOE R-213				STANC FOE (19)			
138°				2700				TACAN				1.4				5.6 NM			
CATEGORY				C				D				E							
S-13 *				1500-1¼ 435 (500-1¼)				1500-1½ 435 (500-1½)											
CIRCLING				1580-1½ 501 (600-1½)				1640-2 561 (600-2)				1720-2¼ 641 (700-2¼)							

TOPEKA, KANSAS

38°57'N-95°40'W

TOPEKA/FORBES FLD (KFOE)

MIRL Rwy 3-21
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31

TACAN FOF Chan 53	APCH CRS 304°	Rwy Idg 12,802 TDZE 1037 Arpt Elev 1078
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JAL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

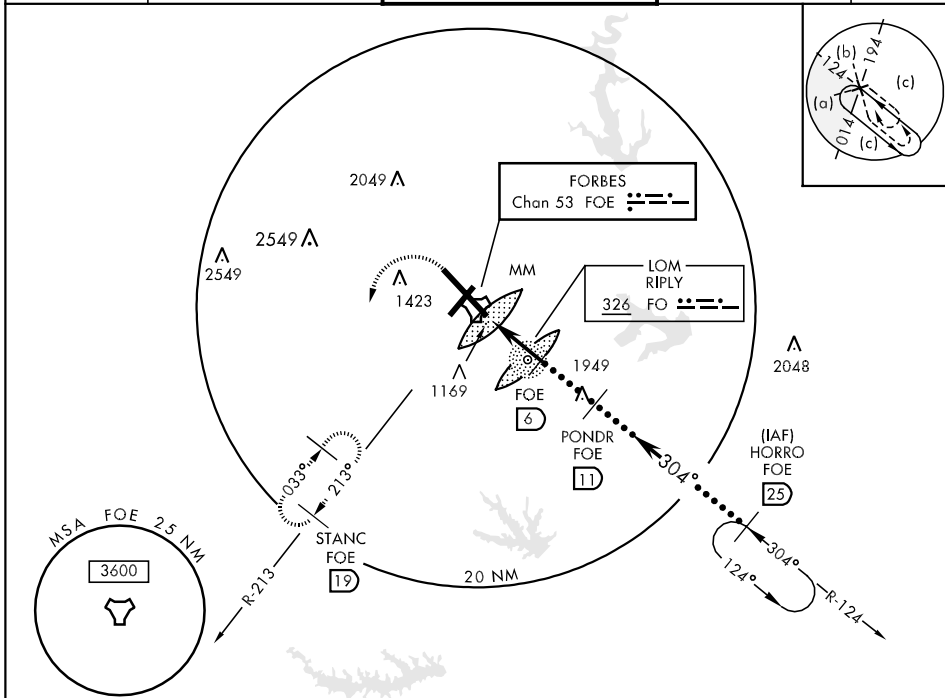
* For inop MALS, increase CAT D vis to 1¼ miles and CAT E vis to 1½ miles.

MALS

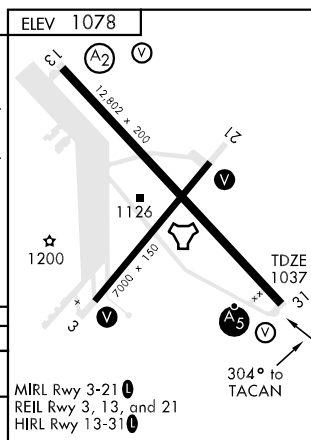
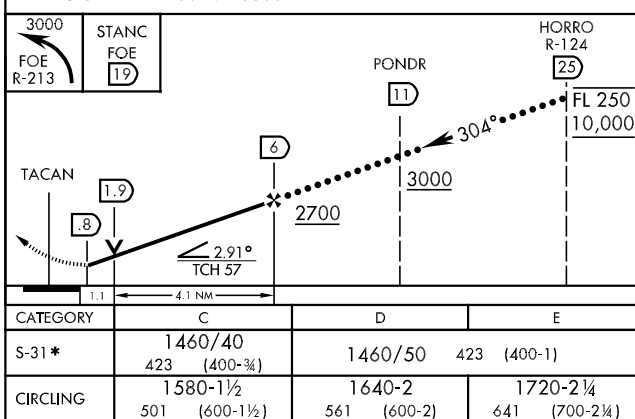


MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC/19° DME and hold.

ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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EMERG SAFE ALT 100 NM 3600

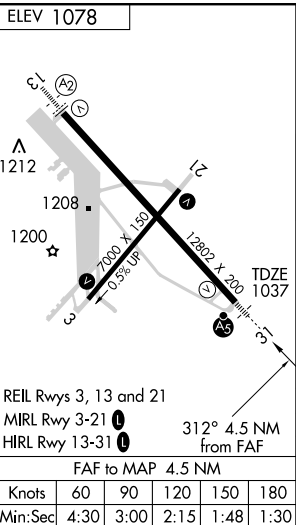
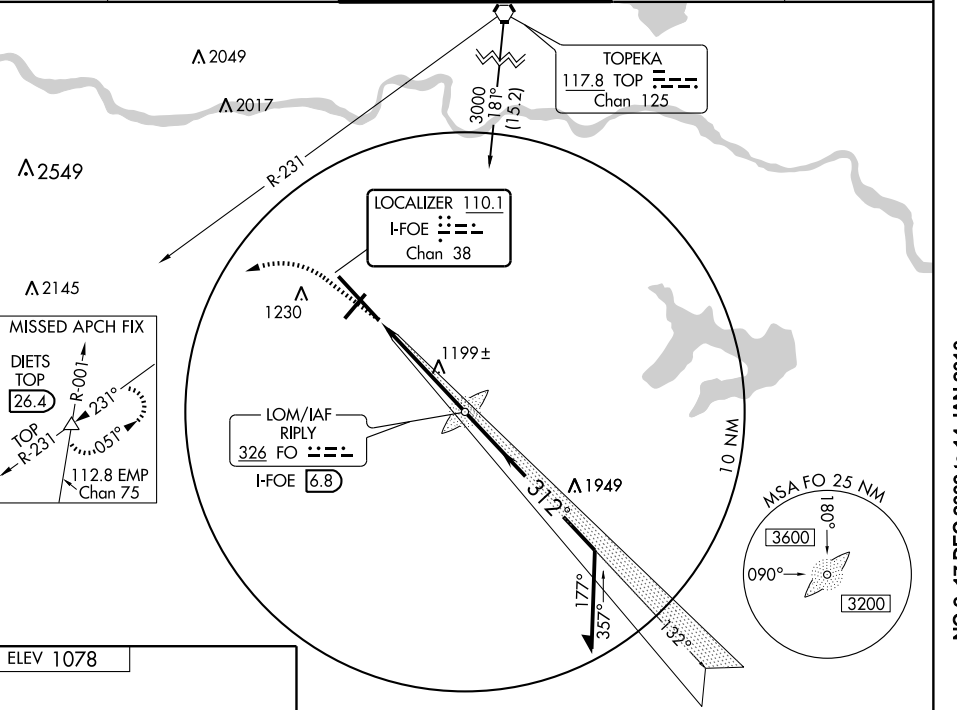


▼ For inoperative MALSR, increase S-ILS 31 Cat E visibility to RVR 4000; and S-LOC Cat D visibility to RVR 6000, Cat E to 1½. * Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
AS

MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 via heading 275° and TOP R-231 to DIETS INT and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER* 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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Cat E procedure turn NA, radar required.

1900

3500

DIETS
△
TOP 26.4

RIPLY LOM
I-FOE 6.8

Remain within 10 NM

2551

132°

3000

312°

2600

GS 3.00°
TCH 59

4.5 NM

CATEGORY	A	B	C	D	E
S-ILS 31	*1237/24 200 (200-½)				
S-LOC 31	1460/24 423 (400-½)	1460/40 423 (400-¾)	1460/50 423 (400-1)		
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)

NC-2. 17 DEC 2009 to 14 JAN 2010

LOM FO 326	APP CRS 130°	Rwy Idg 12802
		TDZE 1065
		Apt Elev 1079

NDB RWY 13

TOPEKA/ FORBES FIELD (FOE)

▼ Inoperative table does not apply to Cat. C.

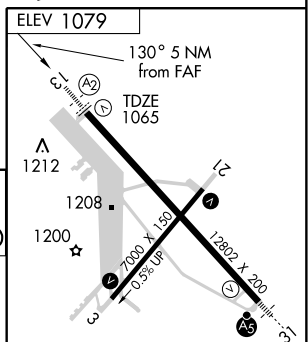
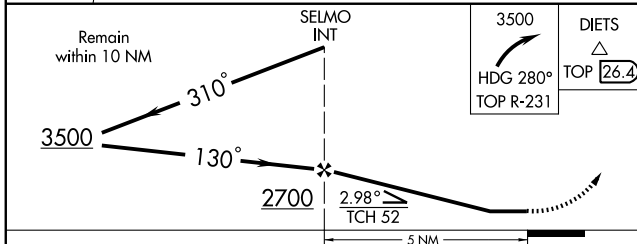
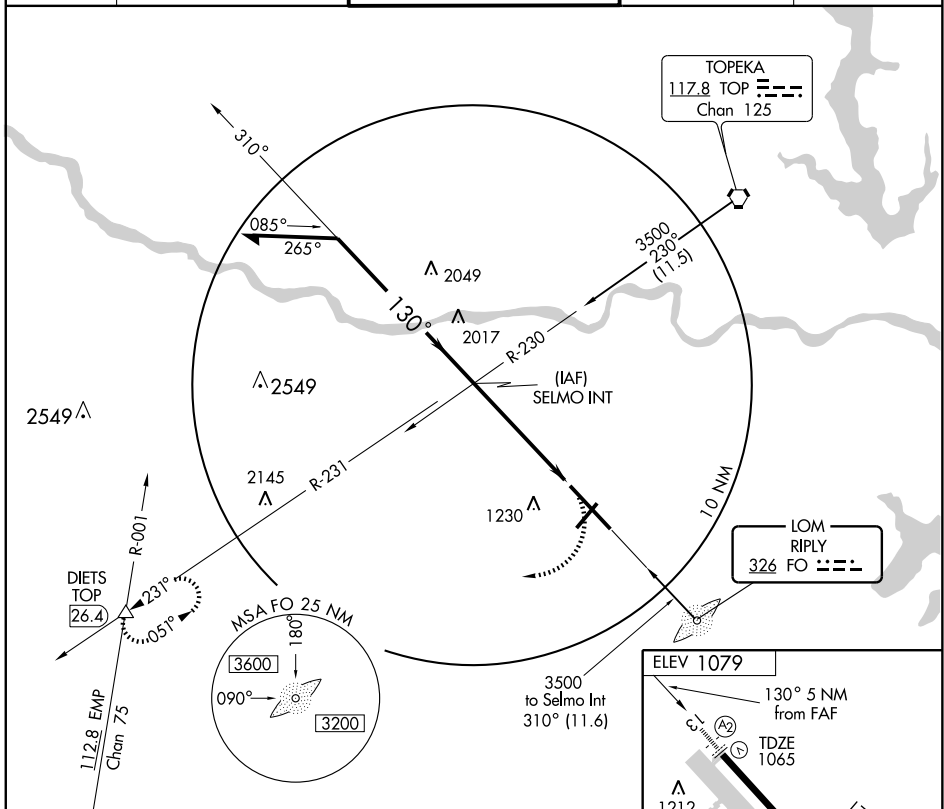
▲ NA

SALS

(A2)

MISSED APPROACH: Climbing right turn to 3500 via heading 280° and TOP R-231 to DIETS Int and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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REIL Rwy 3, 13 and 21

MIRL Rwy 3-21

HIRL Rwy 13-31

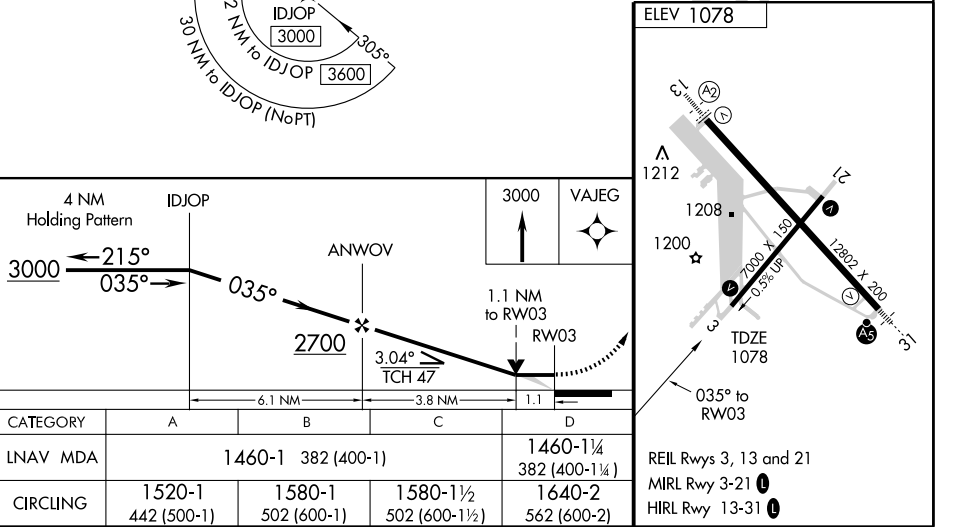
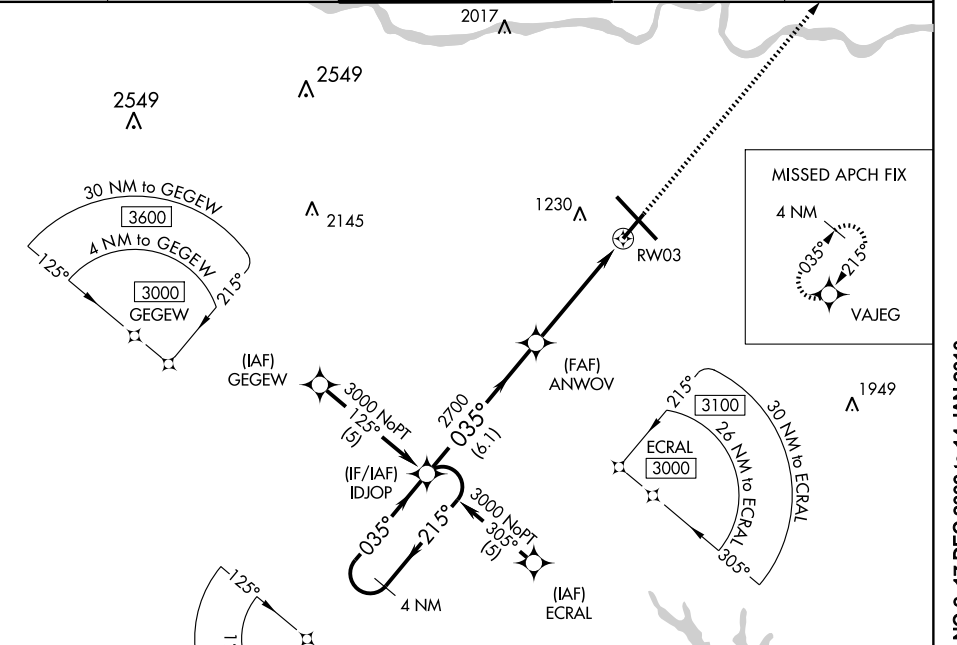
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

▼ DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.
 ▲ When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VAJEG and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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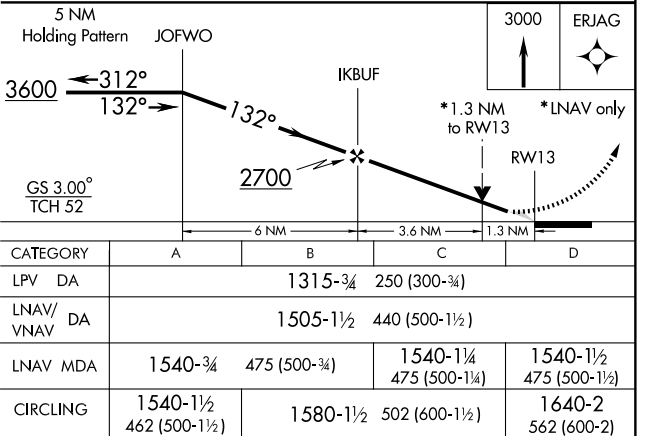
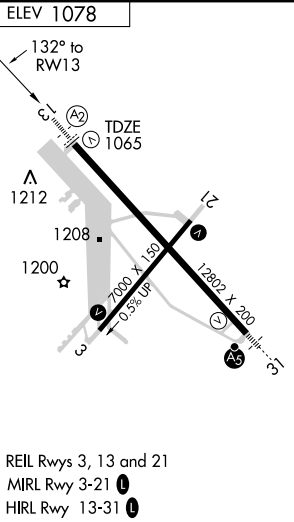
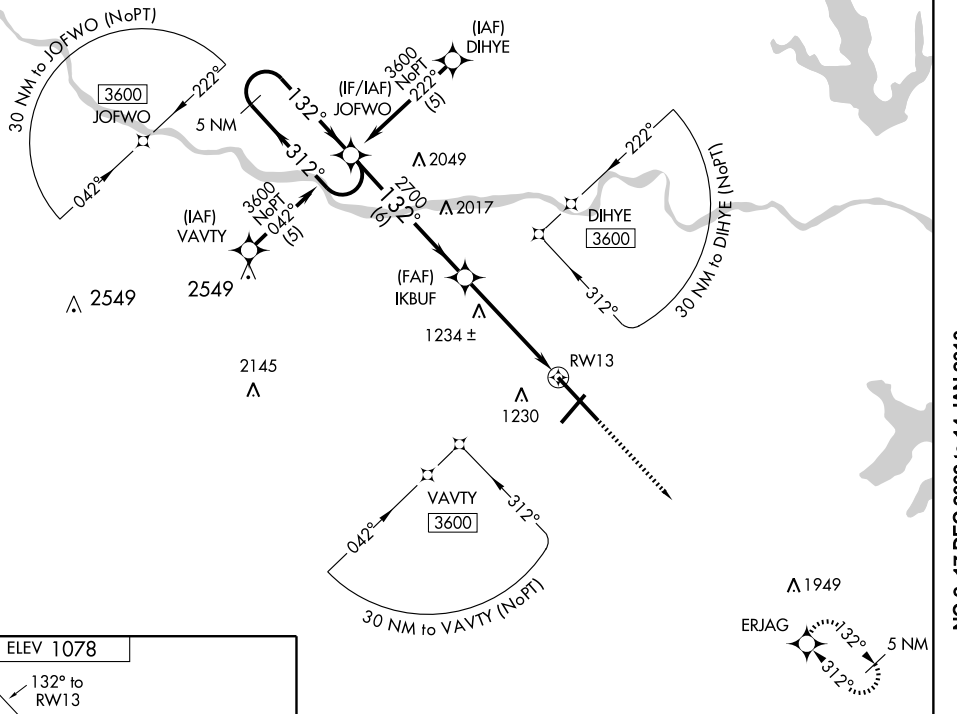
▼ If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

▲

SALS

MISSED APPROACH:
Climb to 3000 direct
ERJAG and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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NC-2: 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7000
215°	TDZE	1047
	Apt Elev	1078

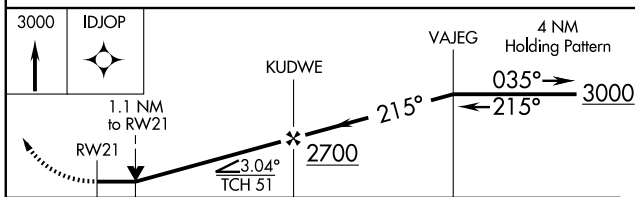
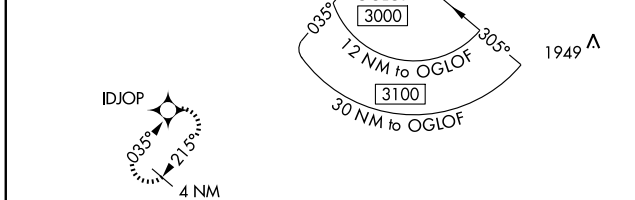
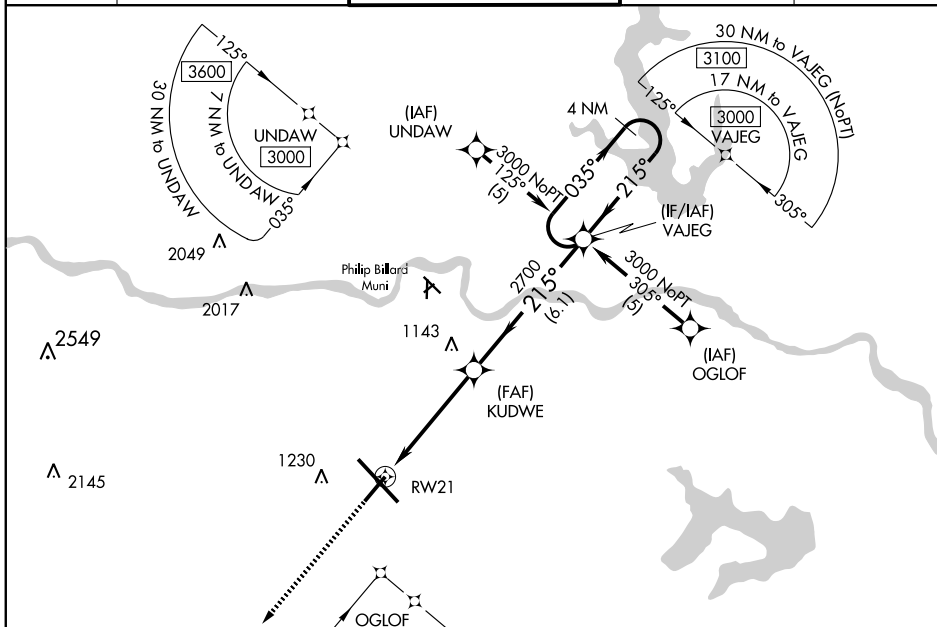
RNAV (GPS) RWY 21

TOPEKA/ FORBES FIELD (FOE)

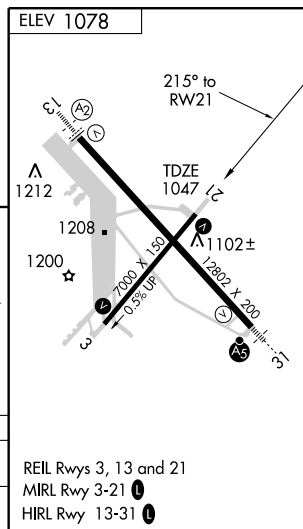
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER* 120.8 (CTAF) 340.2	GND CON 121.7 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	393 (400-1)		1440-1 ¼ 393 (400-1 ¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1 ½ 502 (600-1 ½)	1640-2 562 (600-2)



REIL Rwy 3, 13 and 21

MIRL Rwy 3-21 ①

HIRL Rwy 13-31 ①

WAAS CH 78399 W31A	APP CRS 312°	Rwy Idg 12802 TDZE 1037 Apt Elev 1078
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RNAV (GPS) RWY 31

TOPEKA/ FORBES FIELD (FOE)

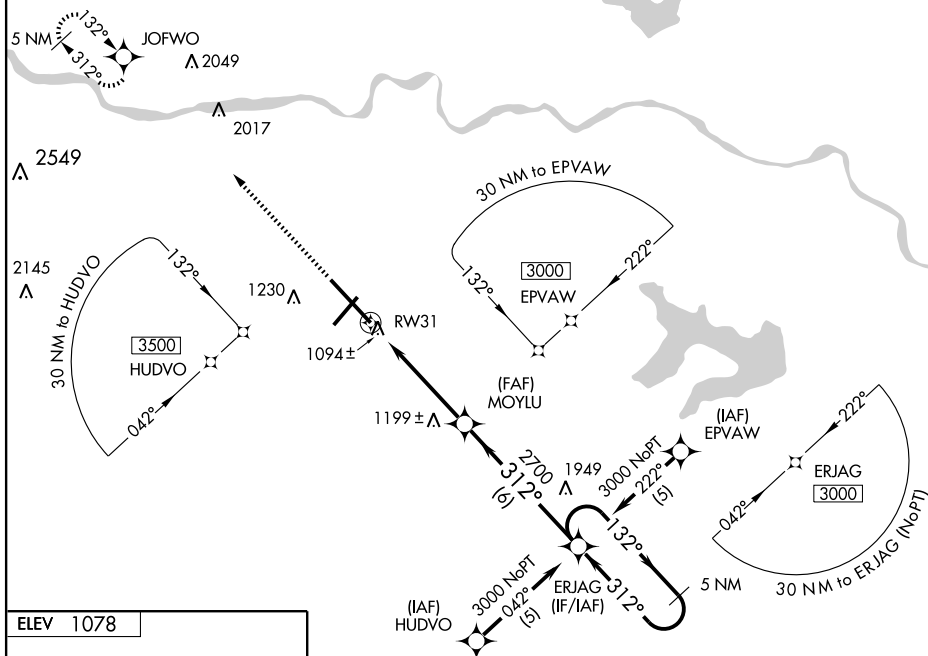
T For inoperative MALS/R, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting.

A If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.

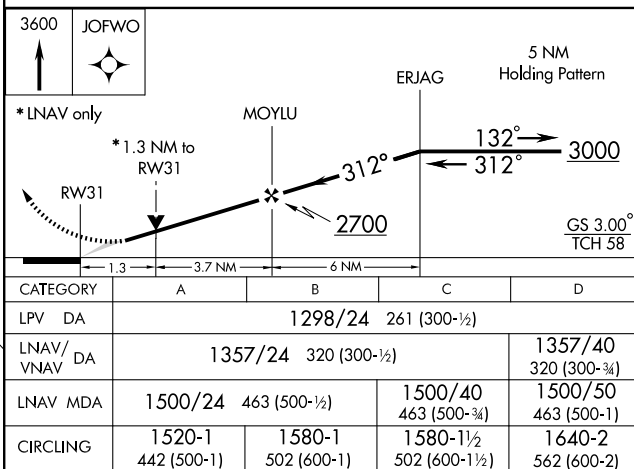
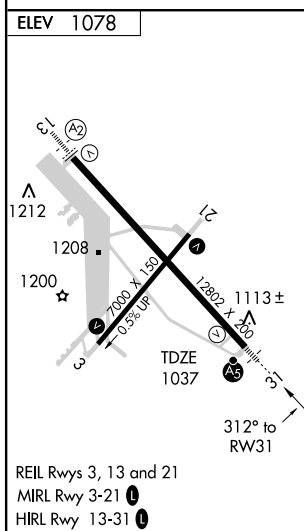


MISSED APPROACH:
Climb to 3600 direct
JOFWO and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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NC-2. 17 DEC 2009 to 14 JAN 2010



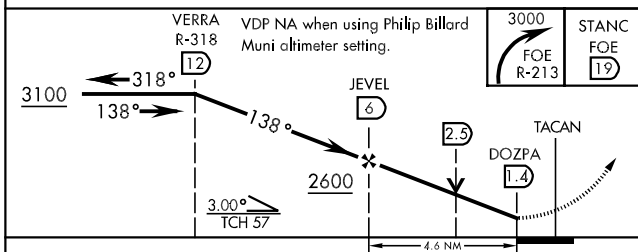
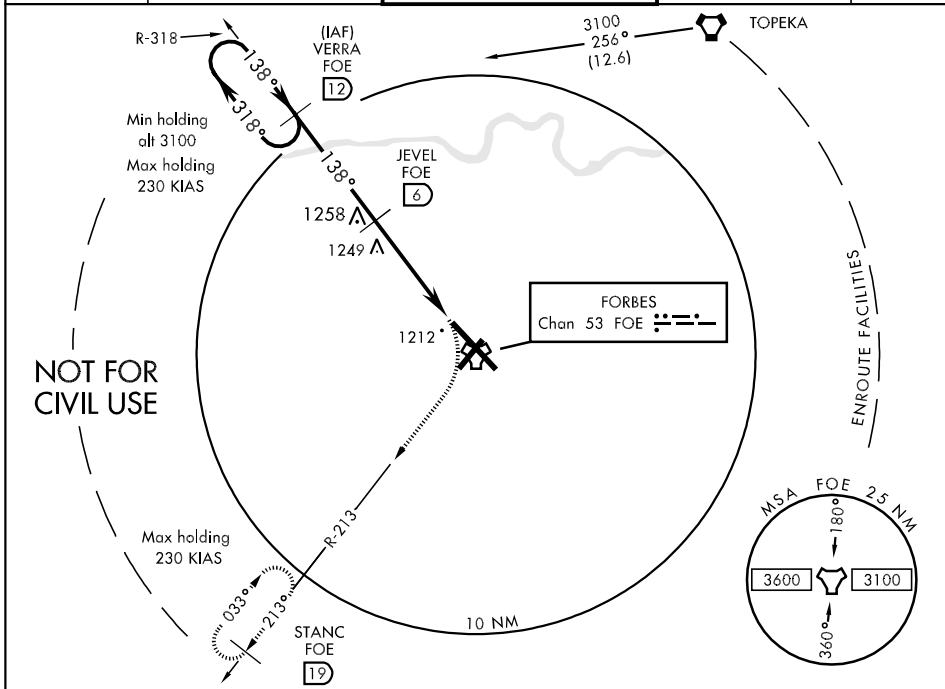
TACAN FOE Chan 53	APCH CRS 138°	Rwy Idg 12,802 TDZE 1065 Arpt Elev 1078
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AL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

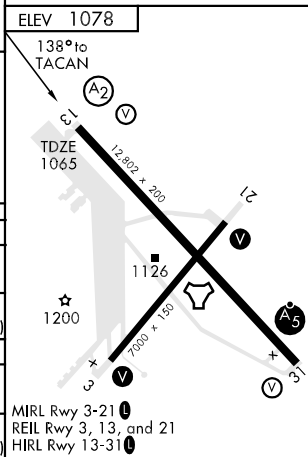
▼ * When ALS inop, increase vis CAT ABCDE ¼ mile. When local altimeter not received use Philip Billard Muni altimeter setting.	SALSF (A2)	MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC (19 DME) and hold.
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ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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CATEGORY	A	B	C	D	E
S-13 *	1500-¾ 435 (500-¾)	1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	1500-1¾ 435 (500-1¾)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-13 *	1560-¾ 495 (500-¾)	1560-1 495 (500-1)	1560-1¼ 495 (500-1¼)	1560-1½ 495 (500-1½)	1560-1¾ 495 (500-1¾)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

EMERG SAFE ALT 100 NM 3600



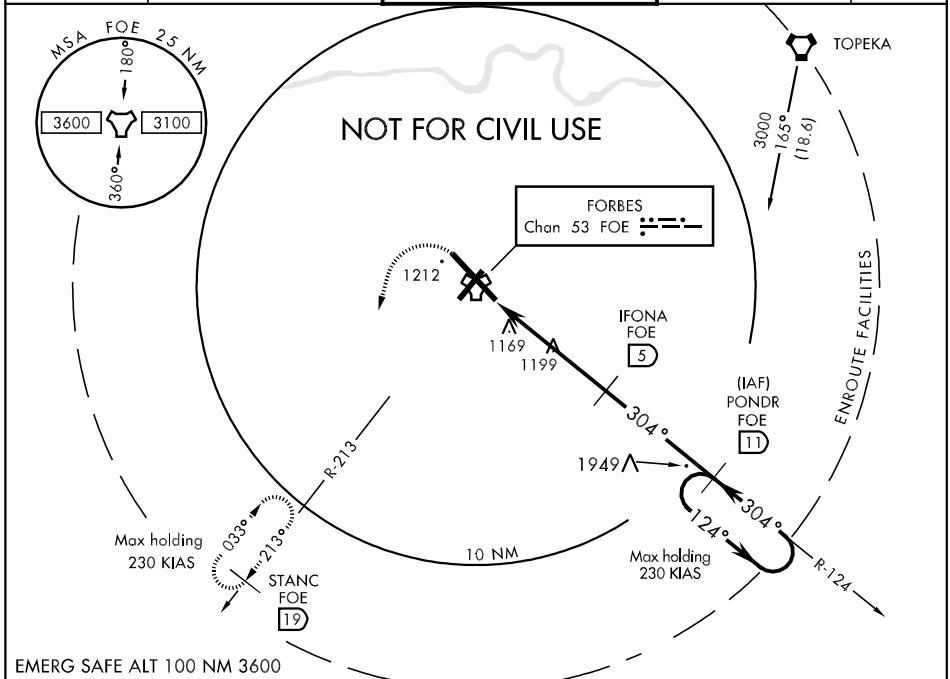
TACAN FOE Chan 53	APCH CRS 304°	Rwy Idg 12,802 TDZE 1037 Arpt Elev 1078	AL-424 [USAF]	TACAN RWY 31 TOPEKA/FORBES FLD (KFOE)
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T * When ALS inop, increase vis CAT ABCDE ½ mile.
When local altimeter not received use Philip Billard
Muni altimeter setting.

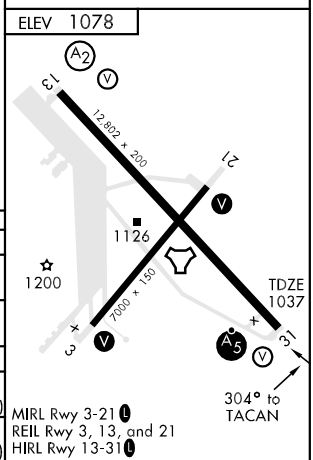
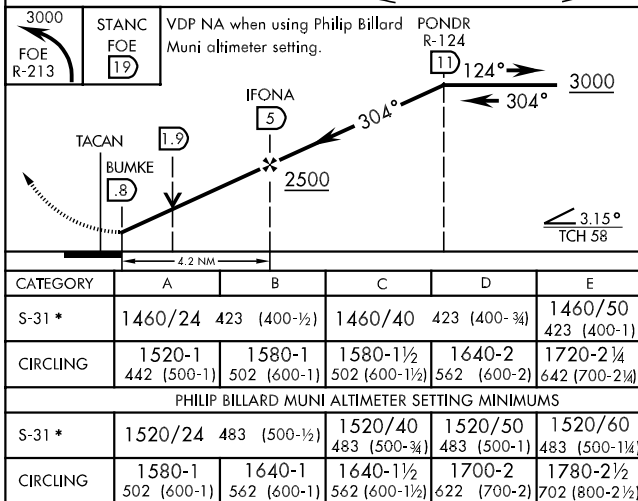


MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC (19 DME) and hold.

ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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EMERG SAFE ALT 100 NM 3600

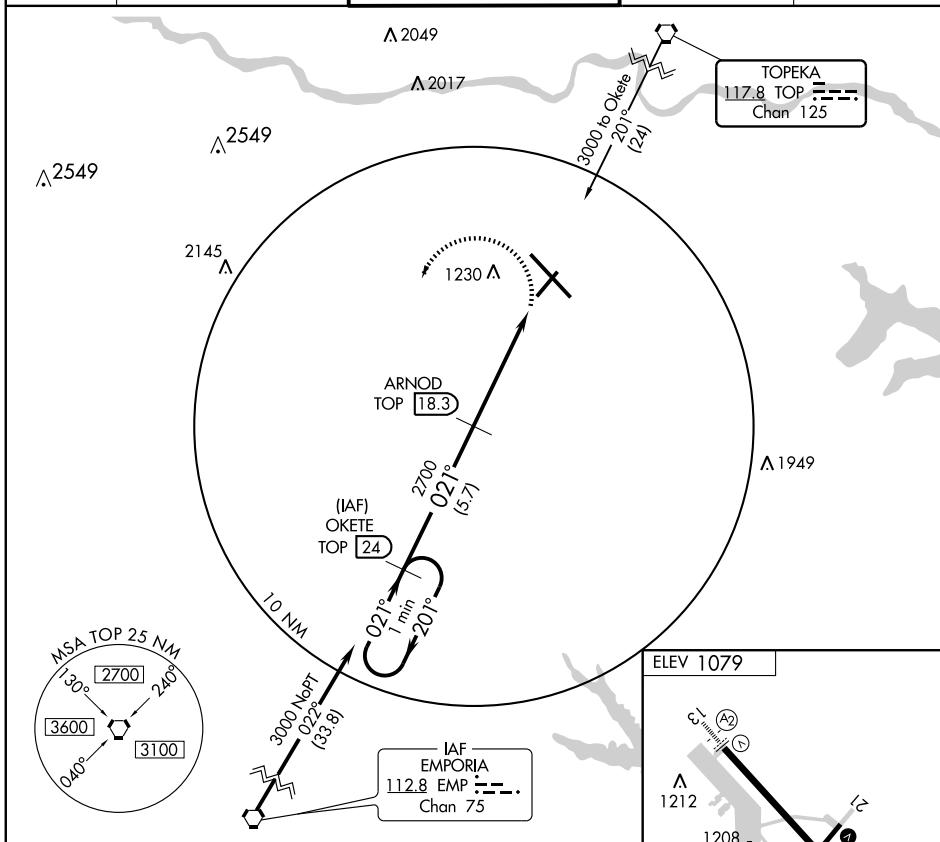


VORTAC TOP <u>117.8</u> Chan 125	APP CRS 021°	Rwy Idg 7000 TDZE 1077 Apt Elev 1079
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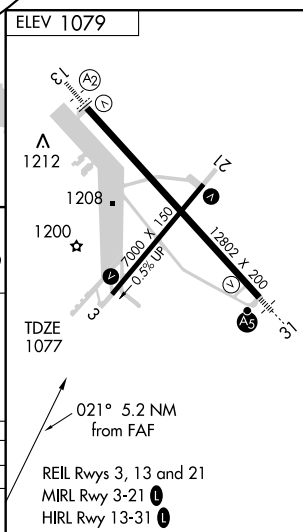
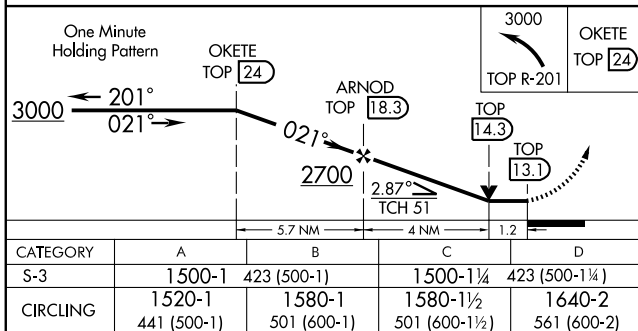
VOR/DME or TACAN RWY 3
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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NC-2. 17 DEC 2009 to 14 JAN 2010

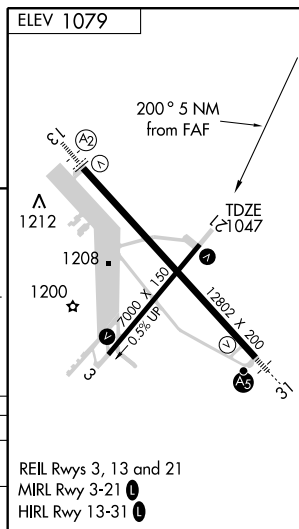
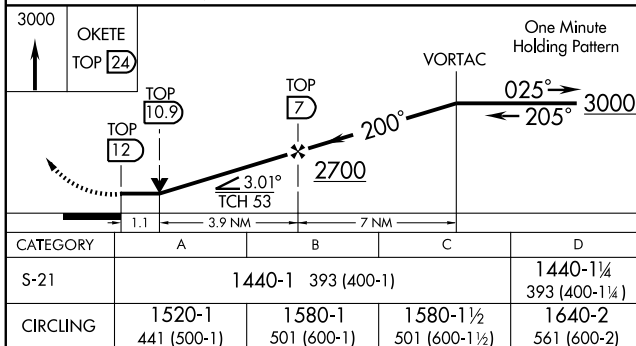
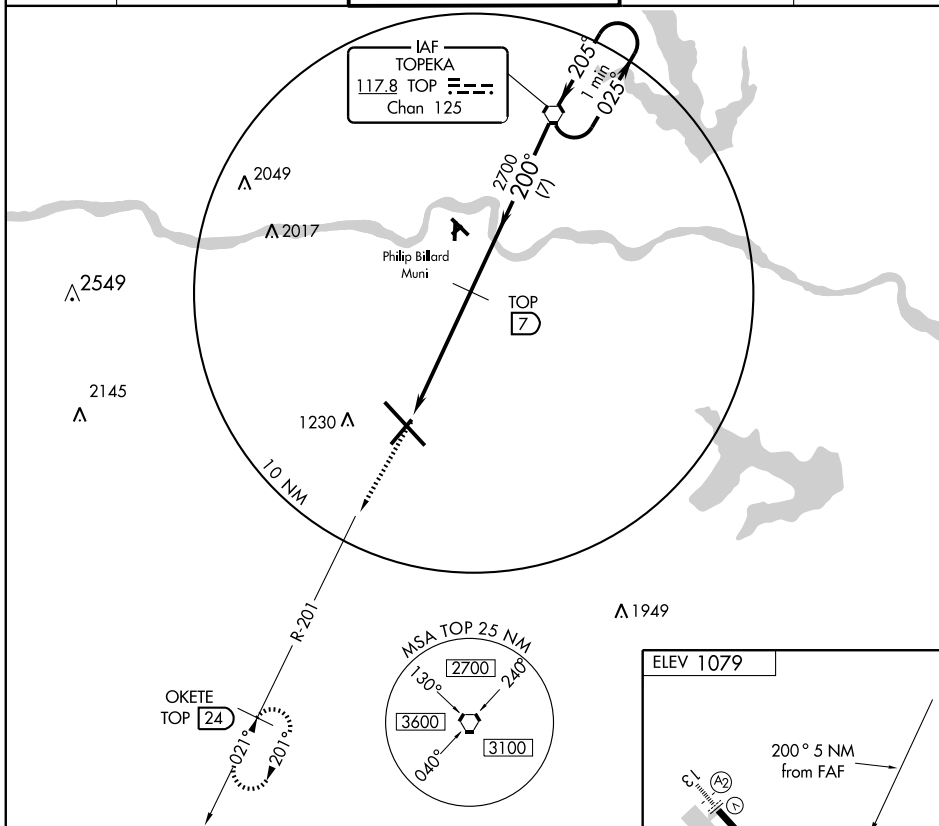


VORTAC TOP <u>117.8</u> Chan 125	APP CRS 200°	Rwy Idg TDZE Apt Elev	7000 1047 1079
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VOR/DME or TACAN RWY 21
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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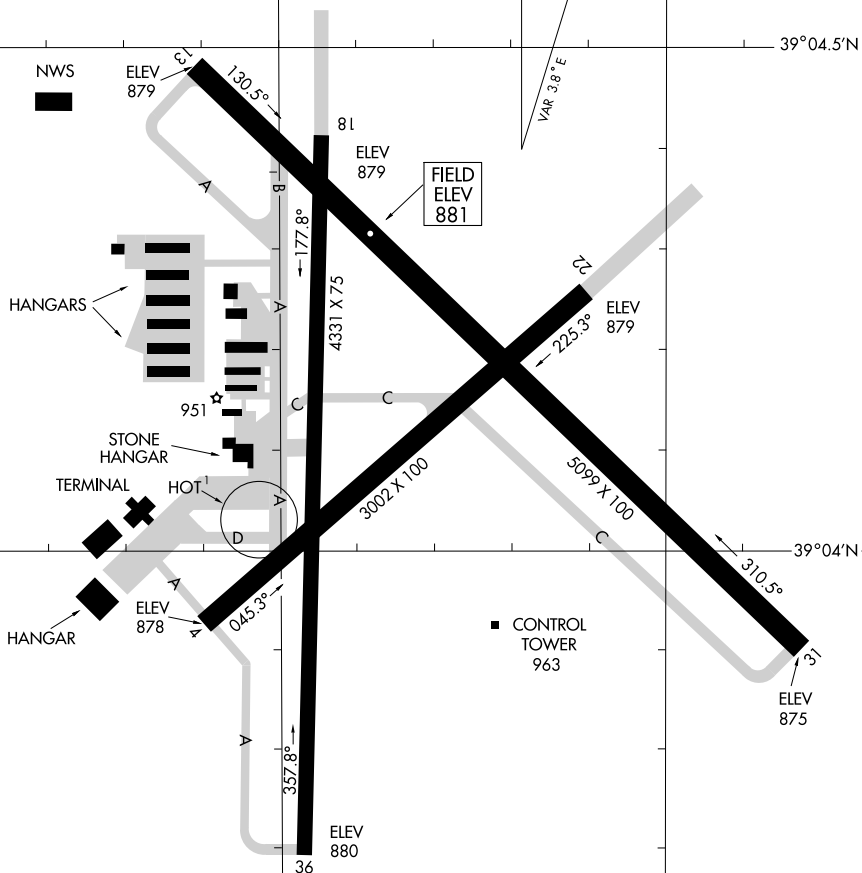


TOPEKA, KANSAS

TOPEKA, KANSAS

ASOS
121.275
TOPEKA TOWER★
118.7 257.8
GND CON
121.9
CLNC DEL
121.9

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 WEST



RWY 4-22
S29
RWY 13-31
S50, D72, ST140, DT110
RWY 18-36
S60, D80, ST101, DT96

CAUTION: DO NOT CONFUSE TOPEKA BILLARD
AIRPORT WITH TOPEKA FORBES AIRPORT
LOCATED 7 MILES SOUTH.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

95°37.5'W

95°37'W

NC-2: 17 DEC 2009 to 14 JAN 2010

LOC I-TOP 110.7	APP CRS 129°	Rwy Idg TDZE Apt Elev 5099 881
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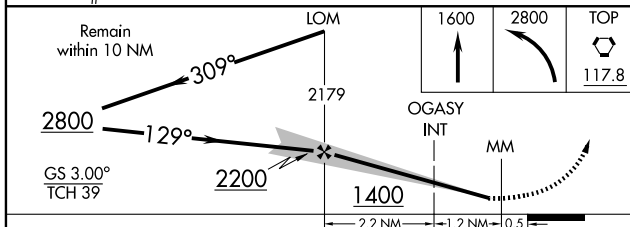
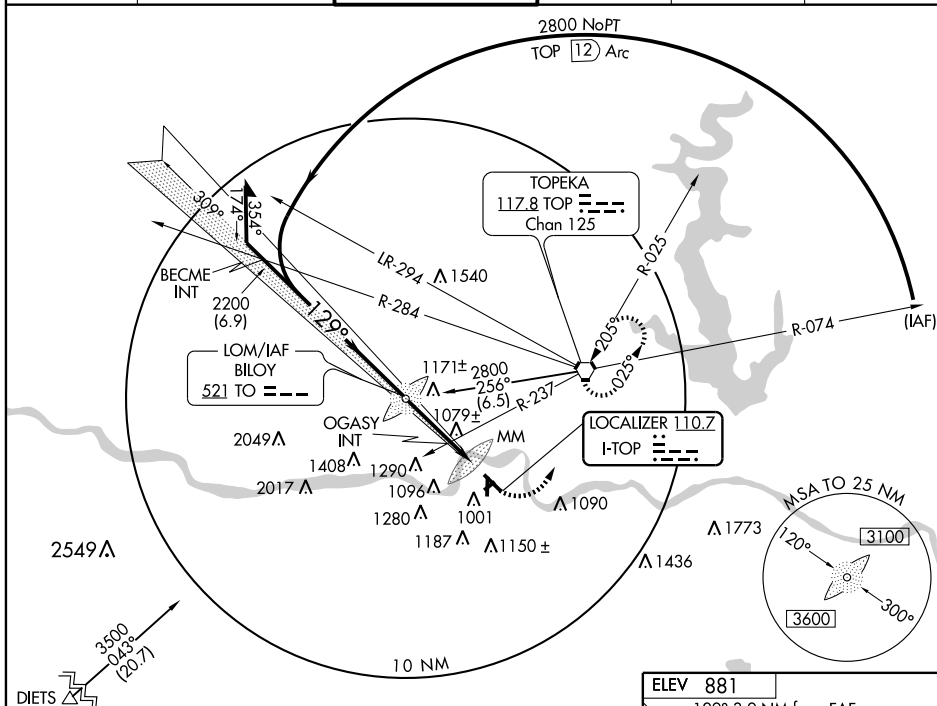
ILS RWY 13

TOPEKA/PHILIP BILLARD MUNI (TOP)

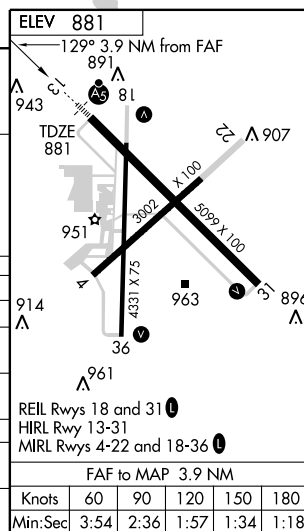


MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	D
S-ILS-13	1081-½ 200 (200-½)		NA
S-LOC-13	1400-½ 519 (600-½)	1400-1 519 (600-1)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)
OGASY INT MINIMUMS			
S-LOC-13	1340-½ 459 (500-½)	1340-¾ 459 (500-¾)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)



LOC I-TOP	APP CRS	Rwy Idg	5099
<u>110.7</u>	309°	TDZE	879
		Apt Elev	881

LOC BC RWY 31
TOPEKA/PHILIP BILLARD MUNI (TOP)

T Disregard Glide Slope indications.

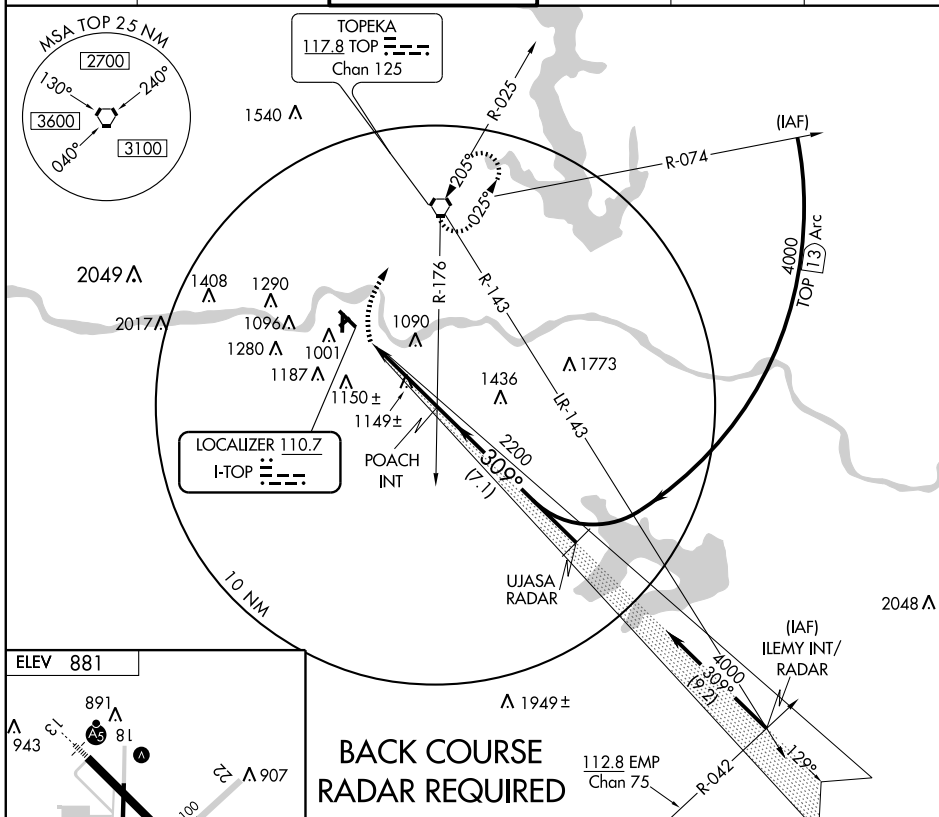
MISSED APPROACH: Climbing right turn to 2800 direct TOP VORTAC and hold.

ASOS
121.275

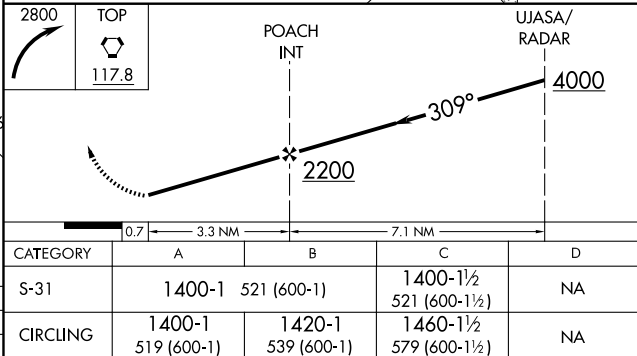
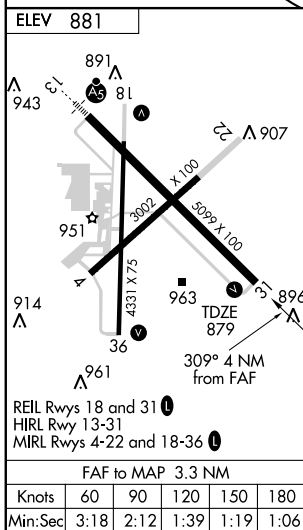
KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER ★
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121-9UNICOM
122.95

NC-2 17 DEC 2009 to 14 JAN 2010



APP CRS
044°

Rwy Idg	3002
TDZE	879
Apt Elev	881

RNAV (GPS) RWY 4

TOPEKA/PHILIP BILLARD MUNI (TOP)



RNP or GPS-0.3 required. DME/DME RNP-0.3 NA.



Straight-in minimums and circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct FEKEM WP and hold.

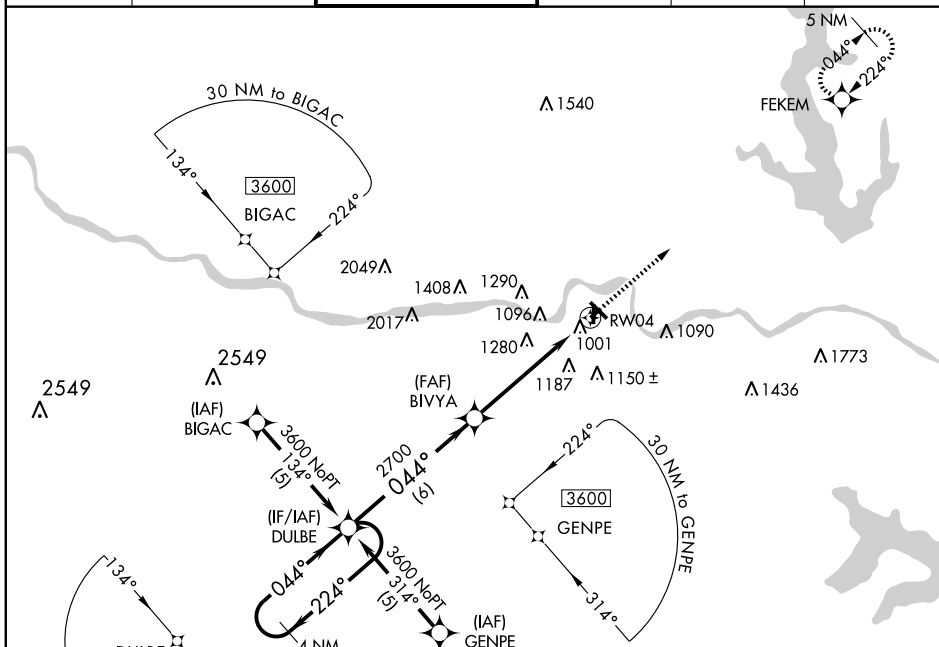
ASOS
121.275

KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER ★
118.7 (CTAF) **L** 257.8

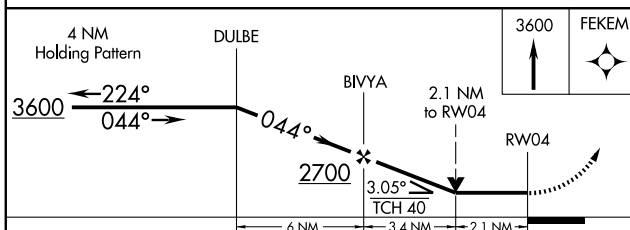
GND CON
121.9

CLNC DEL
121.9

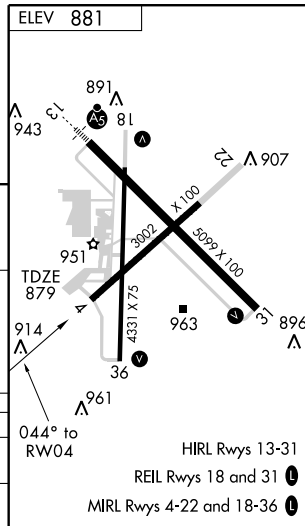
UNICOM
122.95

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 881



CATEGORY	A	B	C	D
LNAV MDA	1580-1	701 (700-1)	1580-2 701 (700-2)	NA
CIRCLING	1580-1	699 (700-1)	1580-2 699 (700-2)	NA



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

BARO-VNAV NA below -16°C (3°F).

MALSR

MISSED APPROACH: Climb to 3600 direct YAVUP WP and hold.

ASOS

121.275

KANSAS CITY CENTER

123.8 343.7

TOPEKA TOWER ★

118.7 (CTAF) 257.8

GND CON

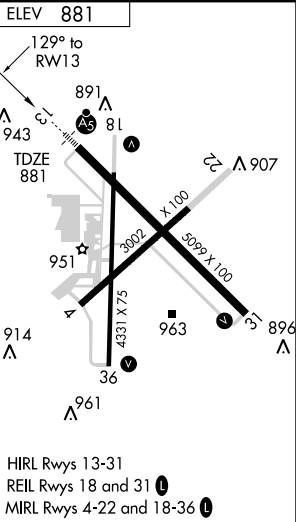
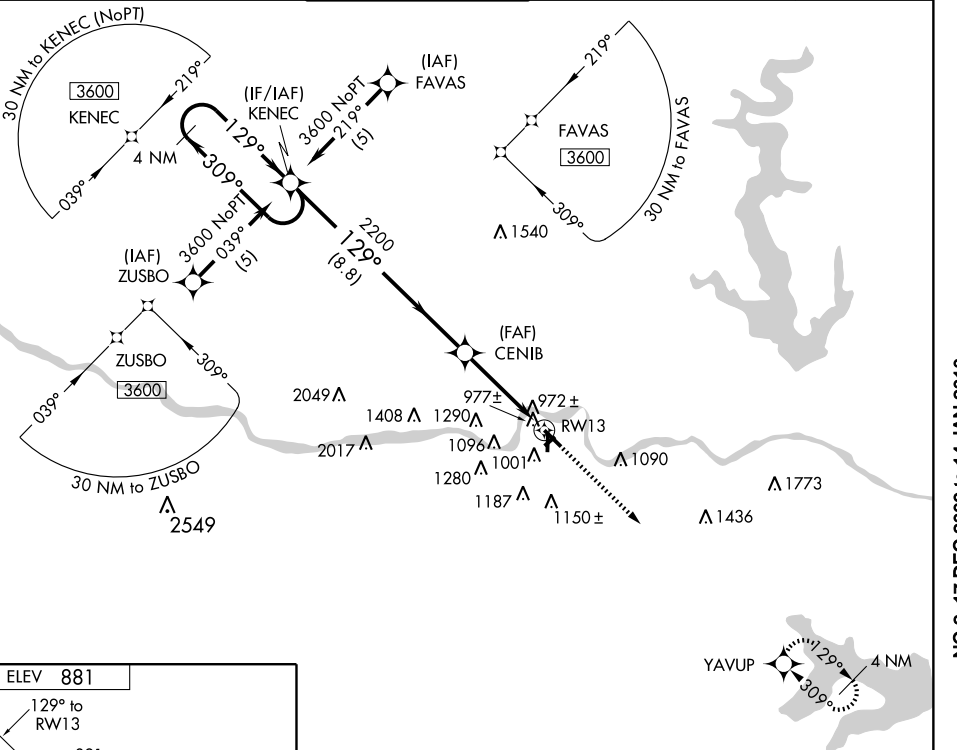
121.9

CLNC DEL

121.9

UNICOM

122.95



<div><div>4 NM Holding Pattern</div><div><div>3600</div><div>← 309°</div><div>129° →</div></div><div><div>GS 3.00°</div><div>TCH 39</div></div></div>				<div><div>KENEC</div><div>CENIB</div><div>RWY 13</div><div>YAVUP</div><div>3600</div><div>YAVUP</div><div>* 1 NM to RWY 13</div><div>* LNAV only.</div><div>8.8 NM</div><div>3 NM</div><div>1 NM</div></div>			
CATEGORY	A	B	C	D			
GLS PA DA	NA						
LNAV/VNAV DA	1360-1¼ 479 (500-1¼)				NA		
LNAV MDA	1240-½ 359 (400-½)				NA		
CIRCLING	1360-1¼ 479 (500-1¼)				1460-1¼ 579 (600-1¼)		NA

NC-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4331
177°	TDZE	880
	Apt Elev	881

RNAV (GPS) RWY 18
TOPEKA/ PHILIP BILLARD MUNI (TOP)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.

▲ VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct GUKEC and hold.

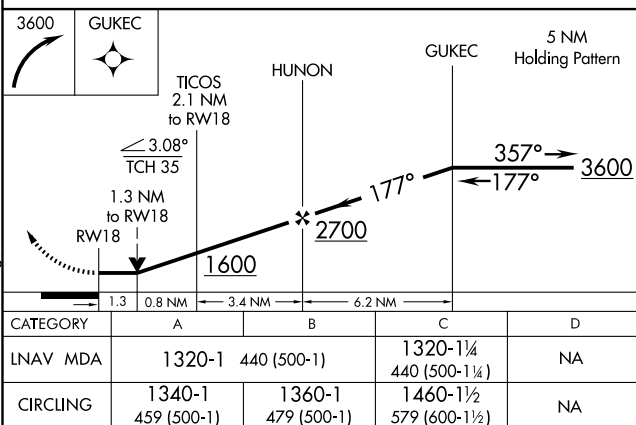
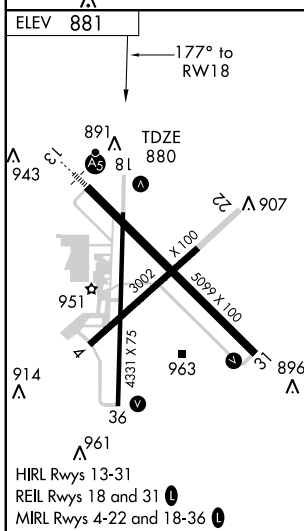
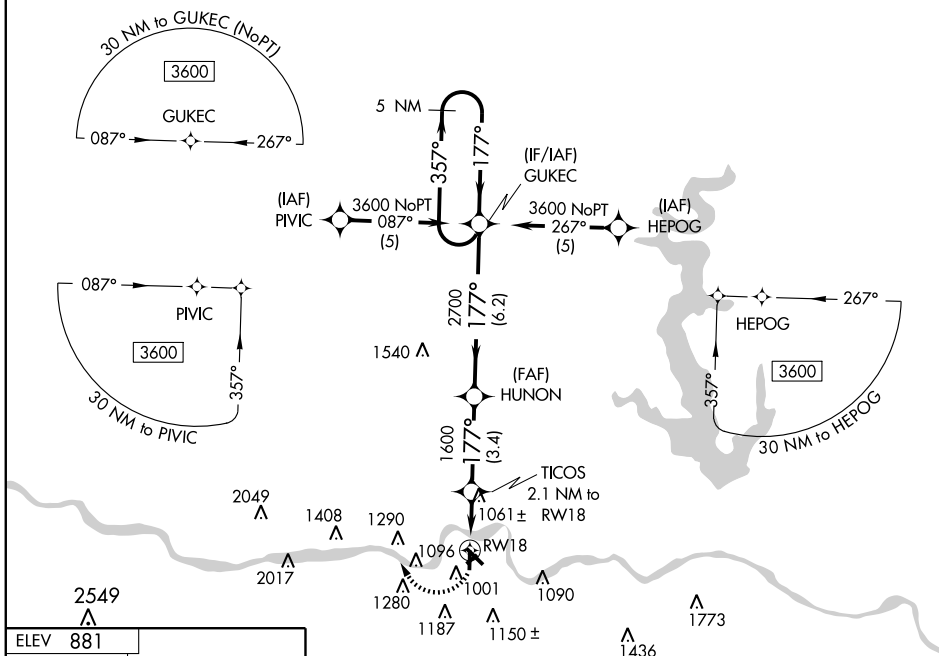
ASOS
121.275

KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER ★
118.7 (CTAF) **L** 257.8

GND CON
121.9

CLNC DEL
121.9

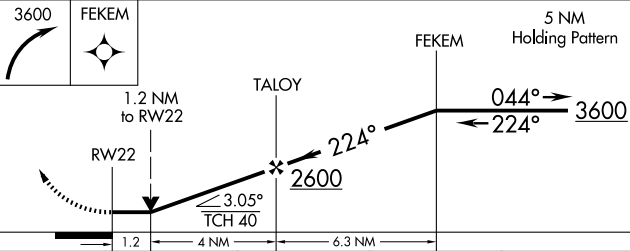
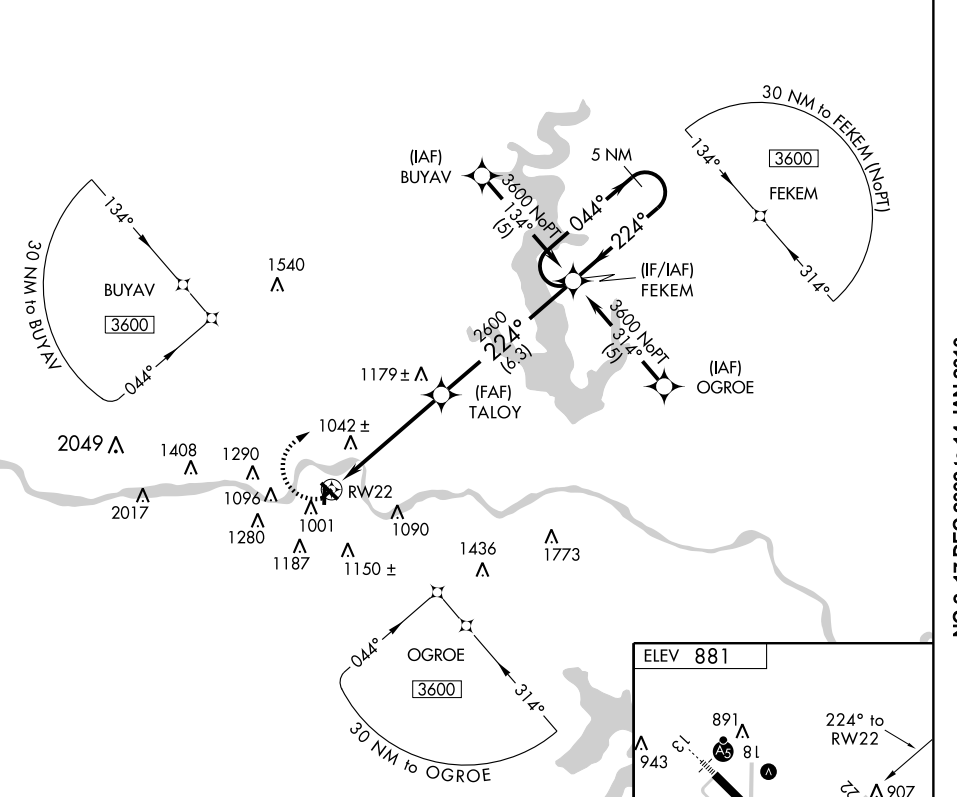
UNICOM
122.95

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.

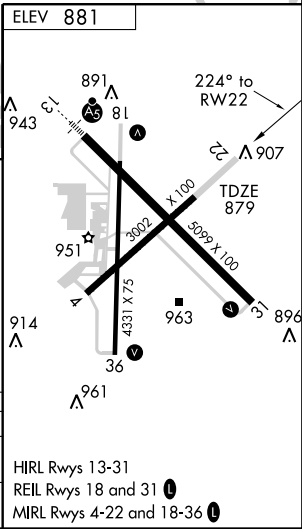
VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct FEKEM and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1300-1 421 (500-1)	1300-1½ 421 (500-1½)	1300-1¼ 421 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



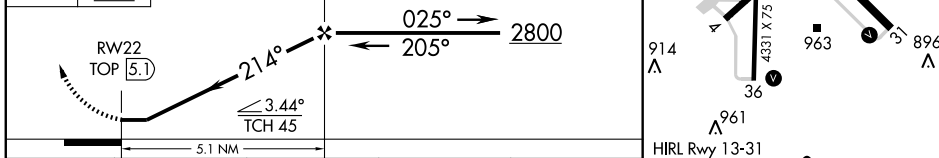
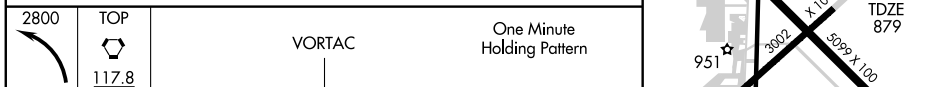
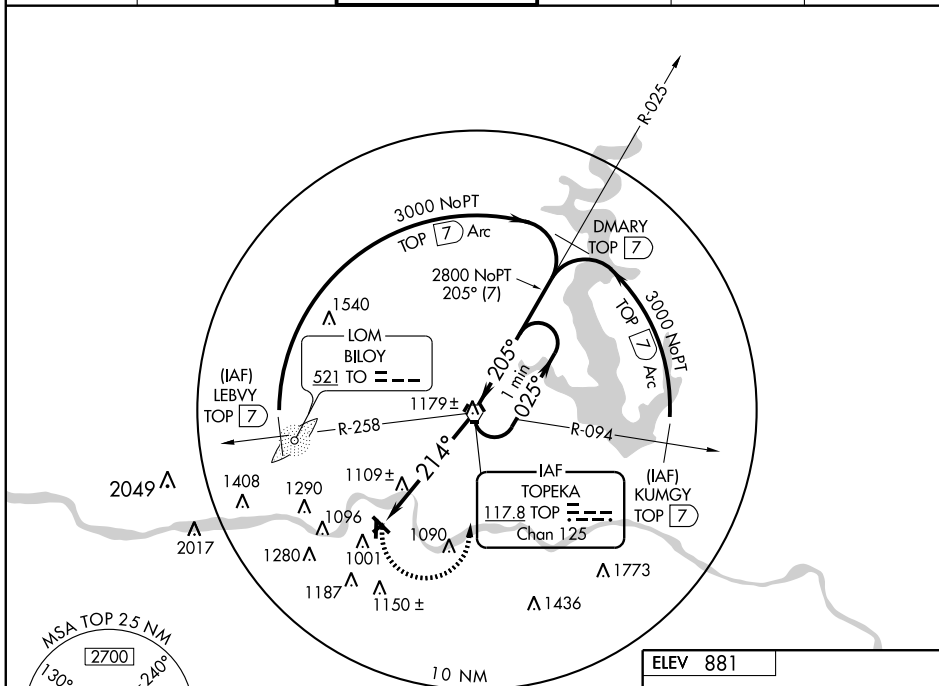
VORTAC TOP 117.8 Chan 125	APP CRS 214°	Rwy Idg TDZE Apt Elev	3002 879 881
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VOR RWY 22

TOPEKA/PHILIP BILLARD MUNI (TOP)

	MISSED APPROACH: Climbing left turn to 2800 direct TOP VORTAC and hold.
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ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D	REIL Rwy 18 and 31	MIRL Rwy 4-22 and 18-36
S-22	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA	FAF to MAP 5.1 NM	
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA	Knots	60 90 120 150 180
					Min:Sec	5:06 3:24 2:33 2:02 1:42

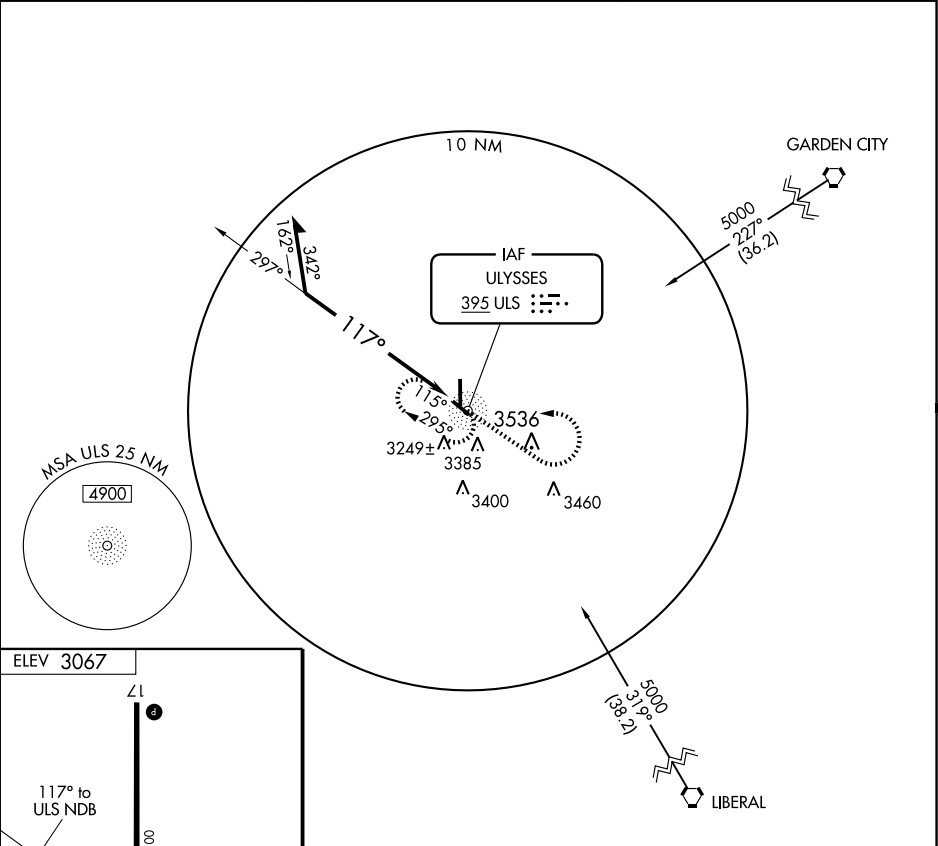
NDB ULS 395	APP CRS 117°	Rwy Idg TDZE Apt Elev	4600 3067 3067
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NDB RWY 12

ULYSSES (ULS)

<div> <div></div> <div>NA</div> </div>	MISSED APPROACH: Climb to 4100, then climbing left turn to 5000 direct ULS NDB and hold.
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AWOS-3 118.95	GARDEN CITY RADIO 122.3	UNICOM 122.8 (CTAF)
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Remain within 10 NM		4100 5000 ULS 395	
CATEGORY		A	
S-12		3580-1 513 (600-1)	
CIRCLING		3740-1 673 (700-1)	

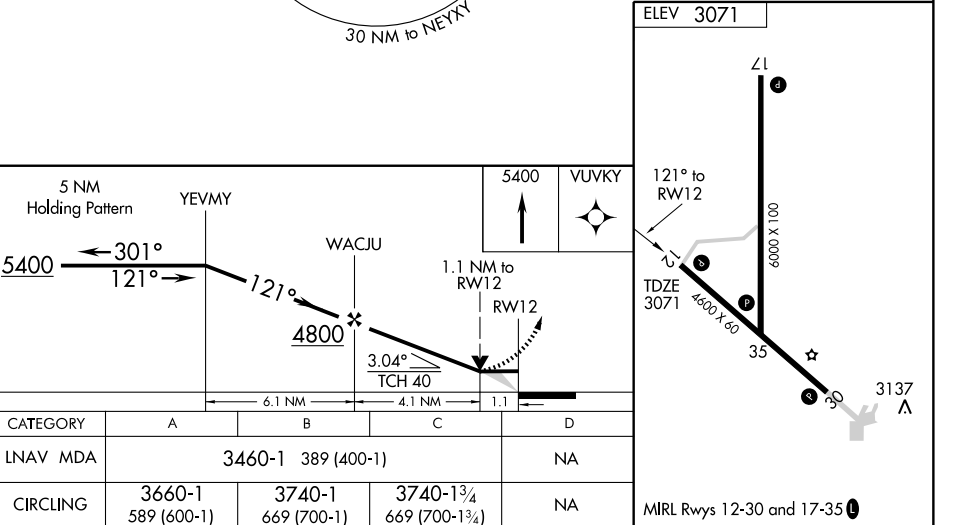
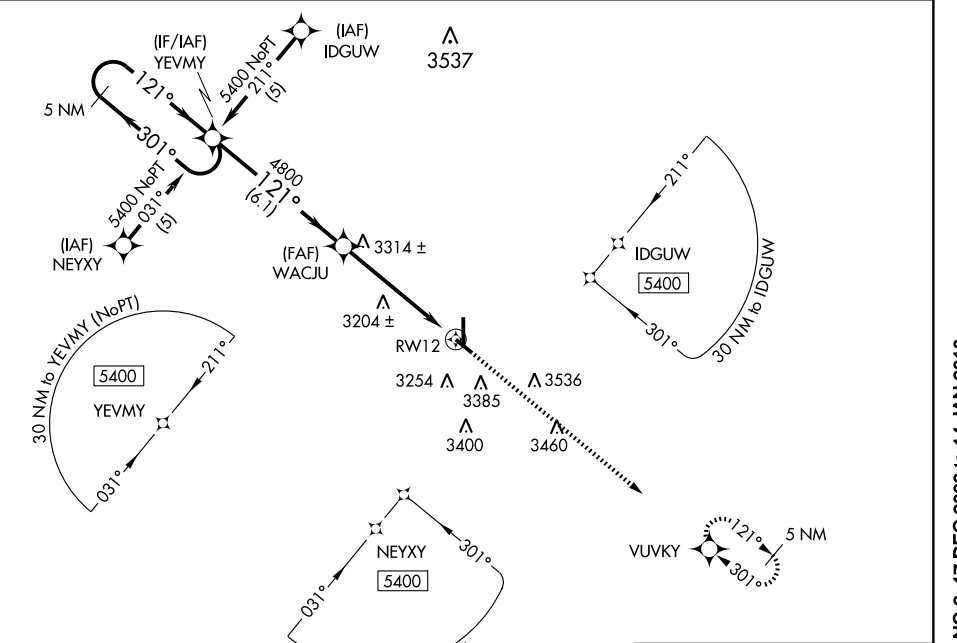
▽

▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. VDP NA when using Garden City altimeter setting.

MISSED APPROACH:
Climb to 5400 direct
VUVKY and hold.

AWOS-3 118.95	GARDEN CITY RADIO 122.3	UNICOM 122.8 (CTAF) 0
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NC-2, 17 DEC 2009 to 14 JAN 2010

▼

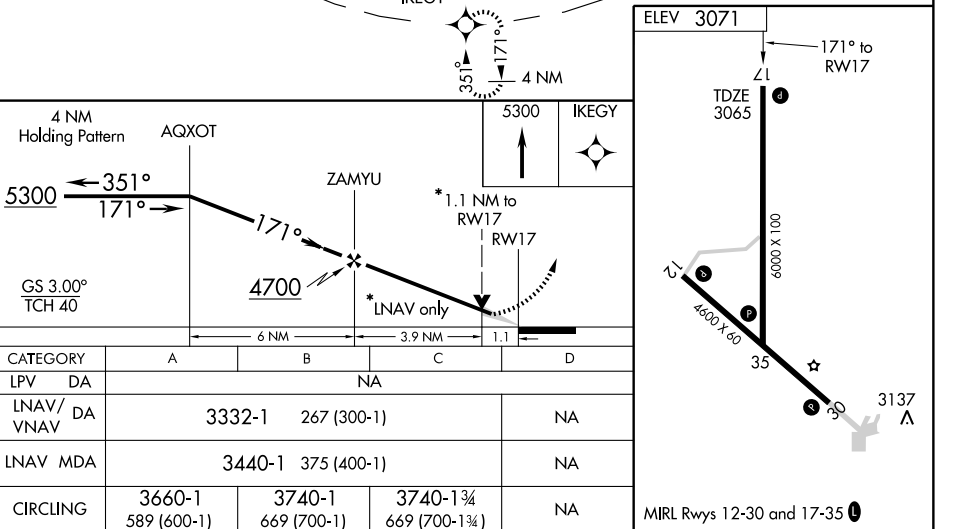
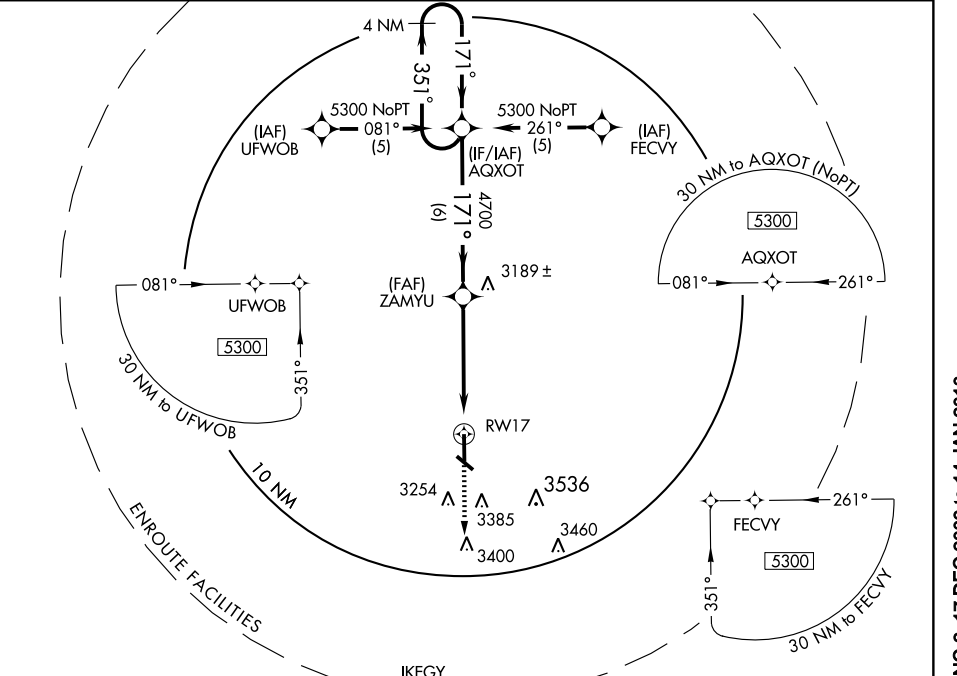
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -31°C (-23°F).

MISSED APPROACH: Climb to 5300 direct IKEGY and hold.

AWOS-3
118.95

GARDEN CITY RADIO
122.3

UNICOM
122.8 (CTAF) 0



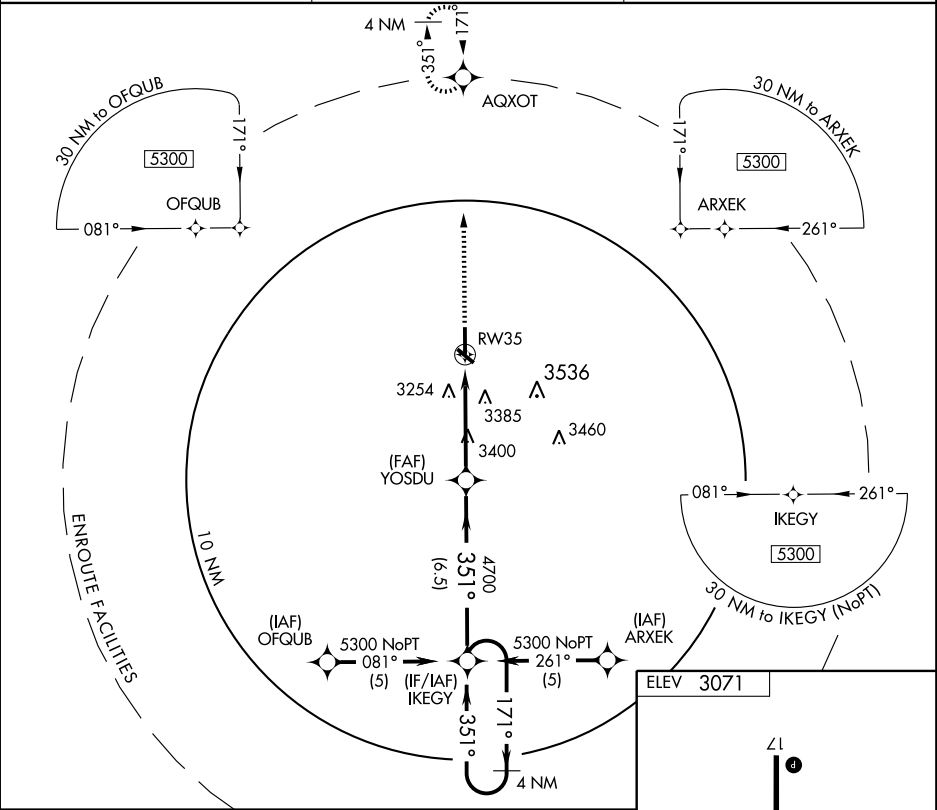
RNAV (GPS) RWY 35

ULYSSES (ULS)

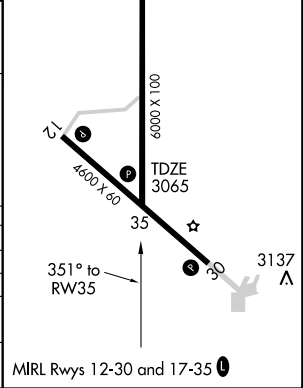
WAAS Ch 65616 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev 6000 3065 3071
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DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5300 direct AQXOT and hold.
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AWOS-3 118.95	GARDEN CITY RADIO 122.3	UNICOM 122.8 (CTAF)
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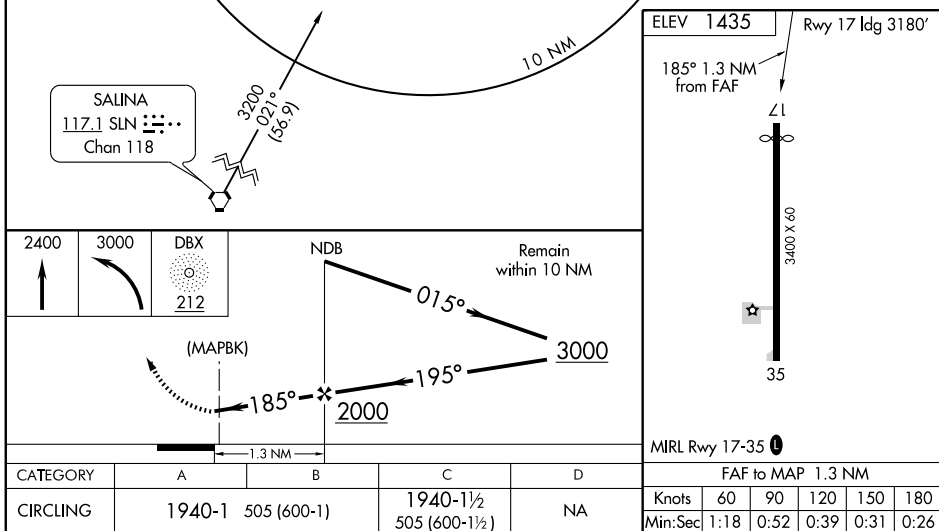
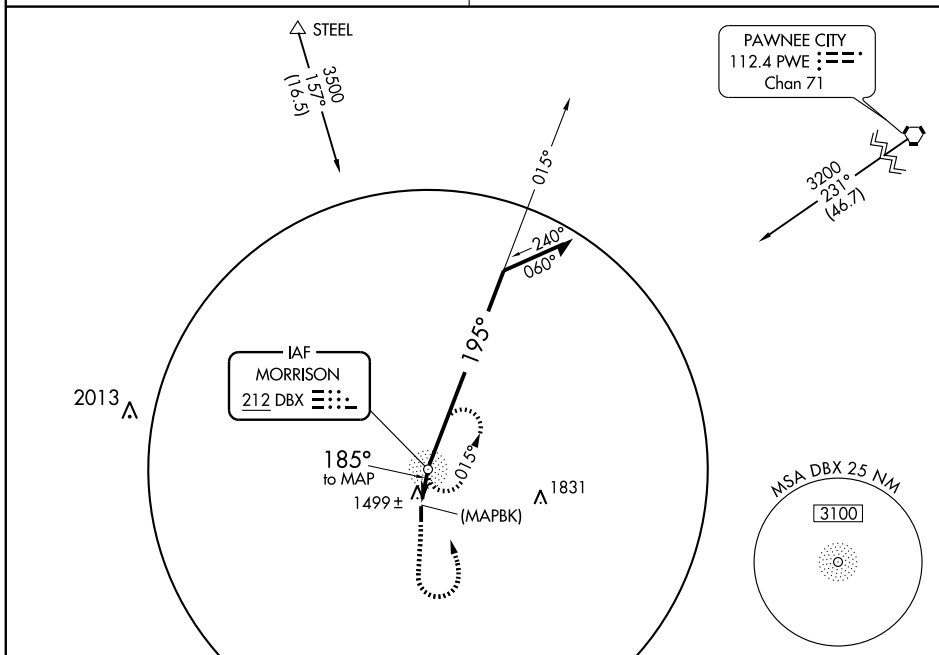
4 NM Holding Pattern			
IKEGY			
5300 ← 171° → 351° → 357° → 4700 → RW35			
GS 3.30° TCH 50 VGSi and RNAV glidepath not coincident.			
* 1.9 NM to RW35 * LNAV only			
6.5 NM 2.6 NM 1.9 NM			
CATEGORY	A	B	C
LPV DA	3376-1	311 (400-1)	NA
LNAV/VNAV DA	NA		
LNAV MDA	3700-1	635 (700-1)	3700-1 3/4 635 (700-1 3/4)
CIRCLING	3700-1 629 (700-1)	3740-1 669 (700-1)	3740-1 3/4 669 (700-1 3/4)



NDB or GPS-A

WASHINGTON COUNTY MEMORIAL (K38)

NDB DBX 212	APP CRS 185°	Rwy ldg TDZE Apt Elev 1435	N/A N/A 1435
Use Concordia Blosser Muni altimeter setting; if not received, procedure not authorized.		MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct DBX NDB and hold.	
KANSAS CITY CENTER 127.35 257.975		(CTAF) 122.9 0	



NDB EGT 414	APP CRS 349°	Rwy Idg TDZE Apt Elev 4201 1277 1277
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NDB RWY 35

WELLINGTON MUNI (EGT)

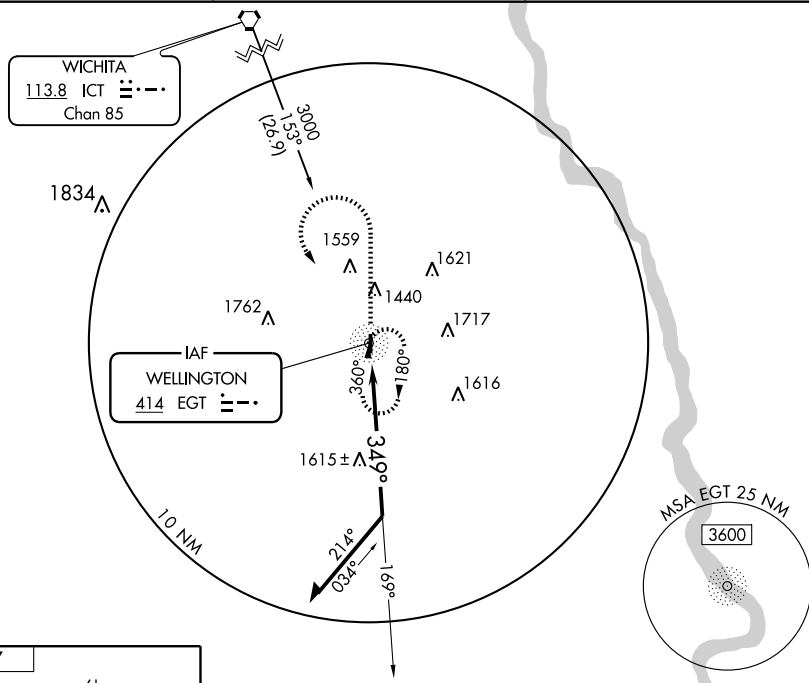
▽ Obtain local altimeter on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
▲ NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGT NDB and hold.

AWOS-3
118.875

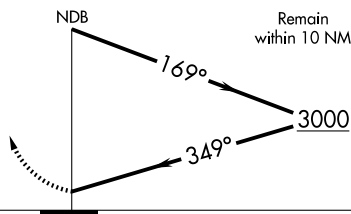
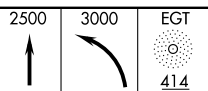
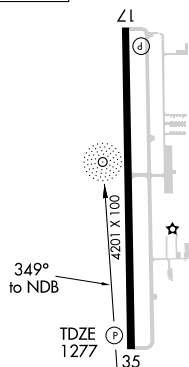
WICHITA APP CON
134.85 385.55

UNICOM
122.8 (CTAF) 0



NC-2, 17 DEC 2009 to 14 JAN 2010

ELEV 1277



CATEGORY	A	B	C	D
S-35	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2½ 703 (800-2½)
CIRCLING	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2½ 703 (800-2½)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	2020-1 743 (800-1)	2020-1½ 743 (800-1½)	2020-2½ 743 (800-2½)	2020-2½ 743 (800-2½)
CIRCLING	2020-1 743 (800-1)	2020-1½ 743 (800-1½)	2020-2½ 743 (800-2½)	2020-2½ 743 (800-2½)

REIL Rwy 17 and 35
HIRL Rwy 17-35

WAAS CH 93804 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev 4201 1277 1277
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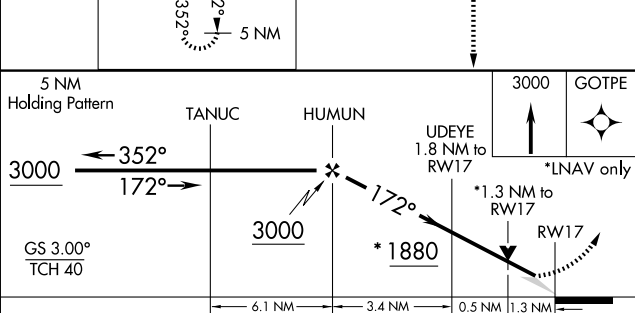
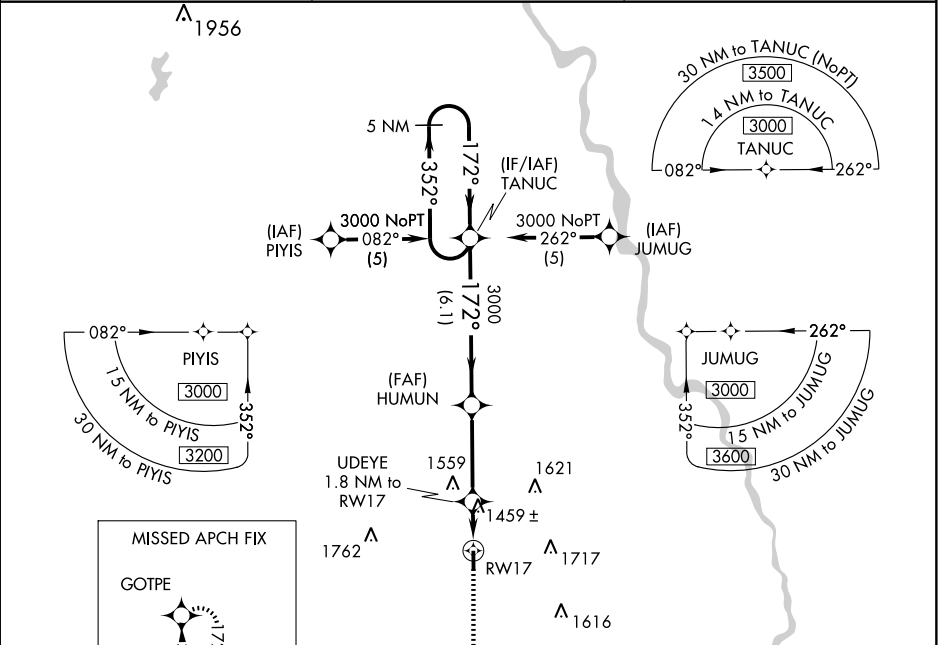
RNAV (GPS) RWY 17
WELLINGTON MUNI (EGT)

▼
▲ NA

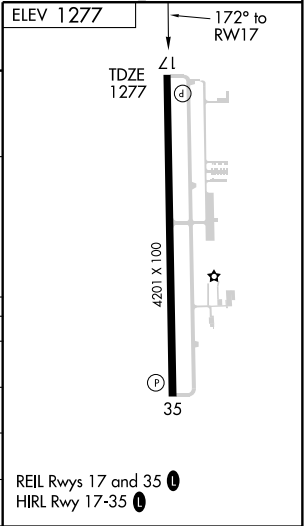
BARO-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
GOTPE and hold.

AWOS-3 118.875	WICHITA APP CON 134.85 385.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1763-1 ¾ 486 (500-1¾)			
LNAV MDA	1720-1 443 (500-1)	1720-1¼ 443 (500-1¼)	1720-1½ 443 (500-1½)	
CIRCLING	1760-1 483 (500-1)	1760-1½ 483 (500-1½)	1840-2 563 (600-2)	



VOR/DME ICT	APP CRS	Rwy Idg	4201
113.8	152°	TDZE	1277
Chan 85		Apt Elev	1277

VOR/DME RWY 17

WELLINGTON MUNI (EGT)

NA Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 290° and HUT VOR/DME R-144 to REKOC/HUT 36 DME and hold

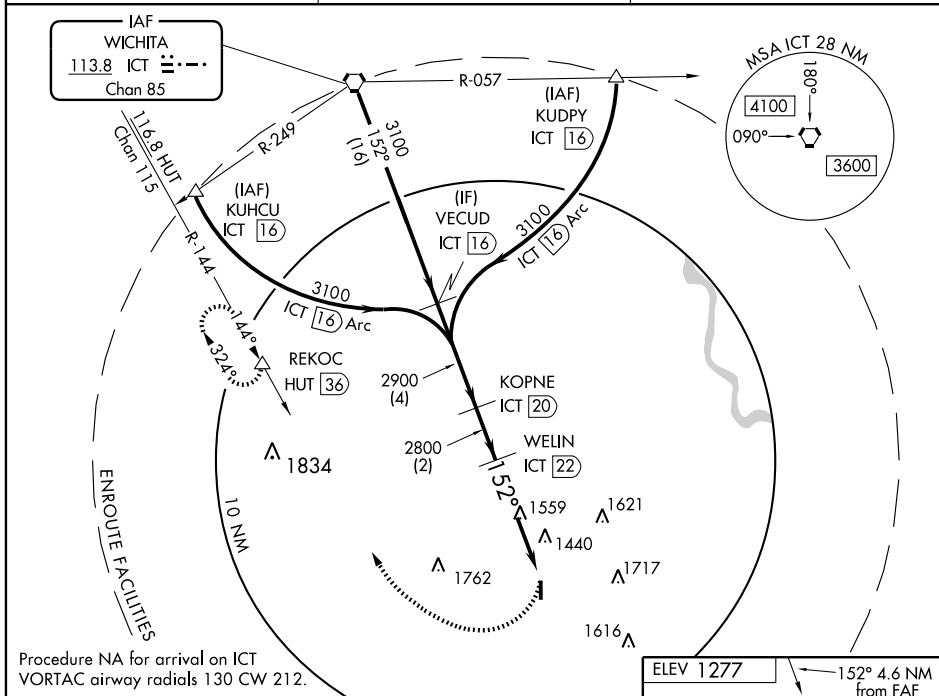
AWOS-3

118.875

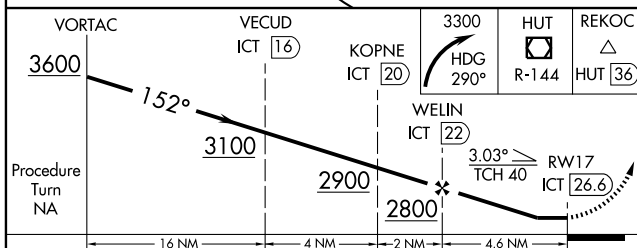
WICHITA APP CON

134.85 385.55

UNICOM

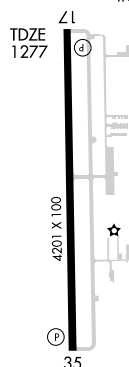
122.8 (CTAF) 0

Procedure NA for arrival on ICT
VORTAC airway radials 130 CW 212.



CATEGORY	A	B	C	D
S-17	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
CIRCLING	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	2160-1¼ 883 (900-1¼)	2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)	2160-3 883 (900-3)
CIRCLING	2160-1¼ 883 (900-1¼)	2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)	2160-3 883 (900-3)

ELEV 1277 152° 4.6 NM from FAF



REIL Rwy 17 and 35
HIRL Rwy 17-35

LOC/DME I-AAO 109.55 Chan 032 (Y)	APP CRS 181°	Rwy Idg TDZE 1414 Apt Elev 1421
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ILS or LOC/DME RWY 18

WICHITA/COLONEL JAMES JABARA (A.A.O.)

- ▼ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA
- ▲ when using Wichita Mid-Continent altimeter setting.

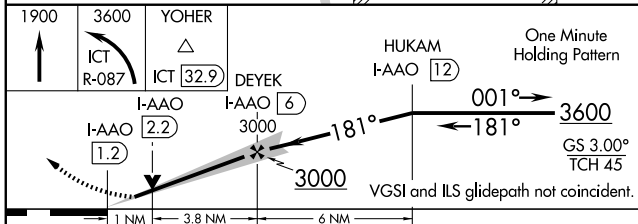
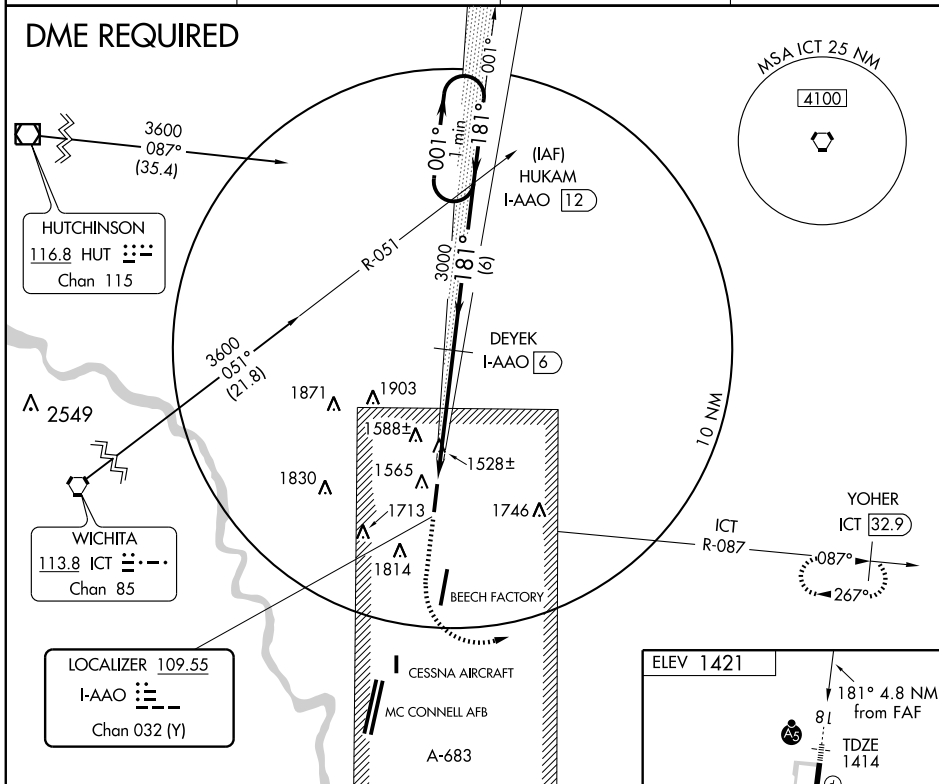
MALSR



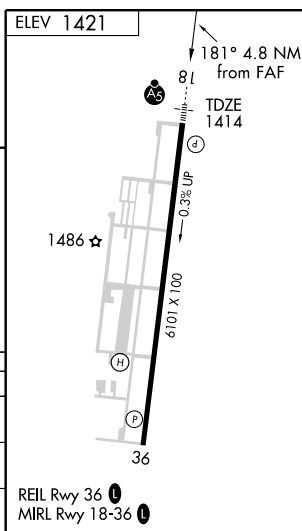
MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via ICT R-087 to YOHER / ICT 32.9 DME and hold.

ASOS 134.025	WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.7 (CTAF) 1
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DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 18	1614-½	200 (200-½)		
S-LOC 18	1780-½	366 (400-½)	1780-¾	366 (400-¾)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)



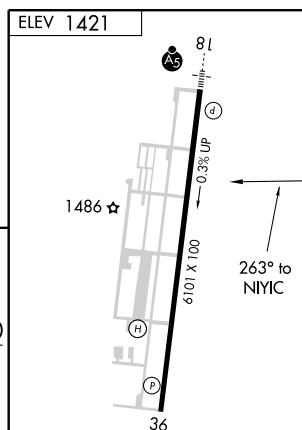
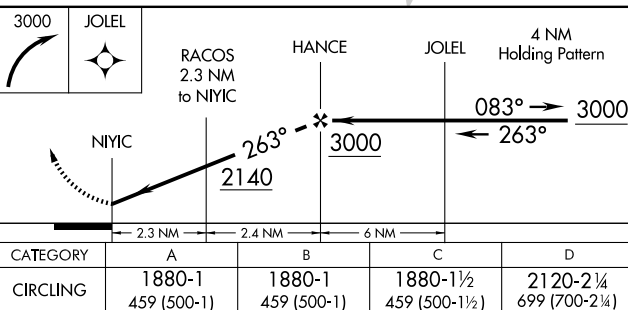
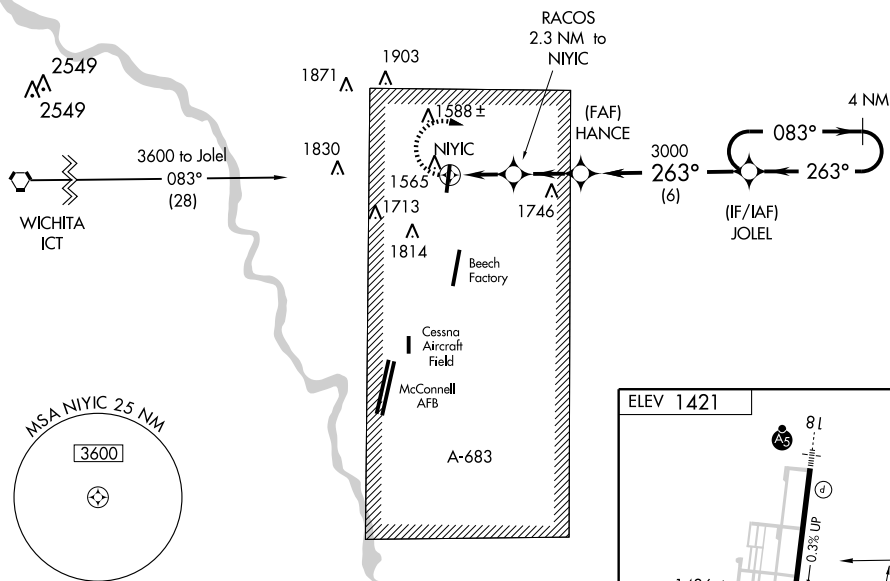
APP CRS
263°Rwy Idg
TDZE
Apt Elev
6101
NA
1421

RNAV (GPS)-E

WICHITA/COLONEL JAMES JABARA (A.A.O.)

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSSED APPROACH: Climbing right turn to 3000 direct JOLEL and hold.

ASOS
134.025WICHITA APP CON
134.8 269.1CLNC DEL
125.0UNICOM
122.7 (CTAF) 0

REIL Rwy 36 **0**
MIRL Rwy 18-36 **0**

WAAS
CH 81808
W18A

APP CRS
181°

Rwy Idg	6101
TDZE	1414
Apt Elev	1421

RNAV (GPS) RWY 18

WICHITA/COLONEL JAMES JABARA (AAO)

T DME/DME RNP-0.3 NA. For inoperative MALS, increase LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet.

MALSR

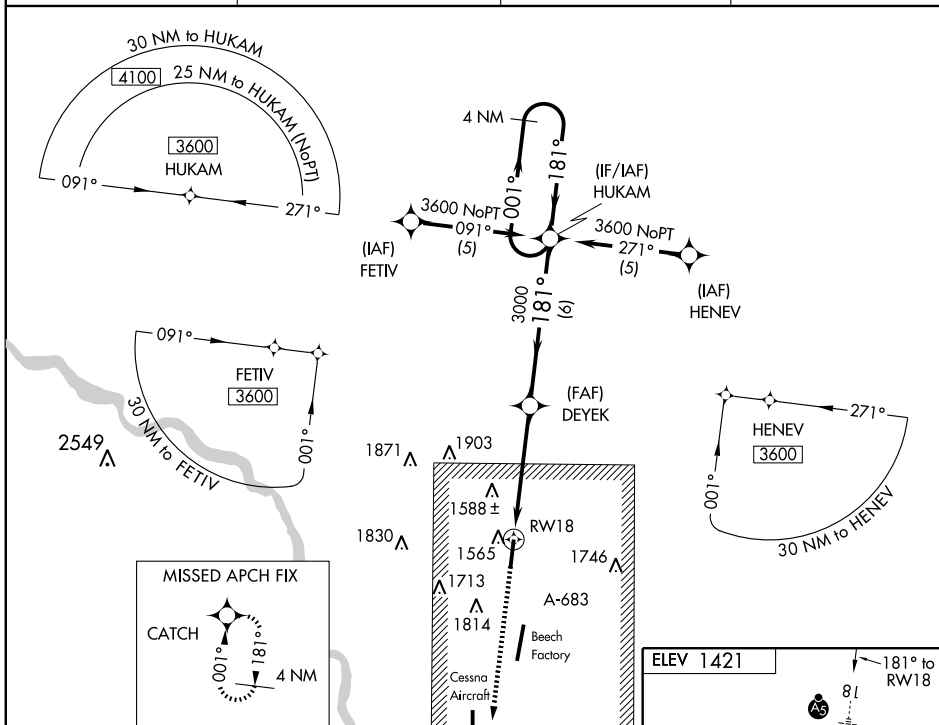




MISSED APPROACH: Climb to 3600
direct CATCH and hold.

ASOS
134,025

WICHITA APP CON
134.8 269.1

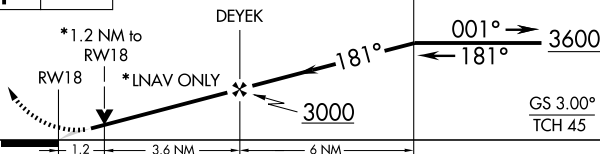
CLNC DEL
125.0

UNICOM
122.7 (CTAF) 

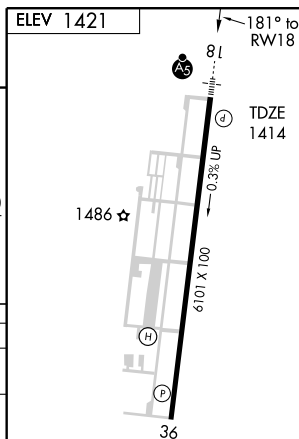
3600	CATCH
	

VGSI and RNAV glidepath not coincident.

HUKAM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1680-½ 266 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1820-½ 406 (400-½)	1820-¾ 406 (400-¾)	1820-1 406 (400-1)	1820-1 406 (400-1)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)



REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**

WAAS CH 86208 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	6101 1421 1421
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RNAV (GPS) RWY 36

WICHITA/COLONEL JAMES JABARA (A.A.O.)

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA

▲ when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3600 direct HUKAM and hold.

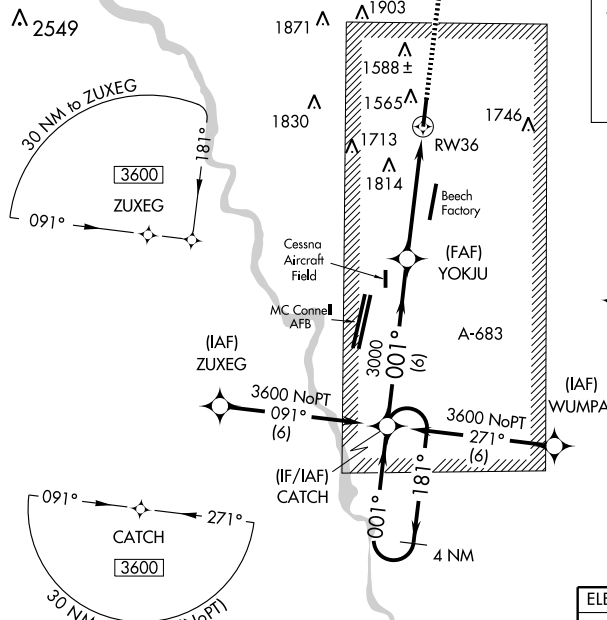
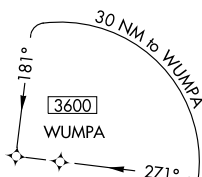
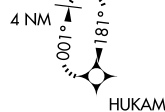
ASOS
134.025

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



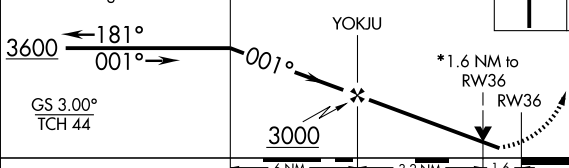
4 NM
Holding Pattern

CATCH

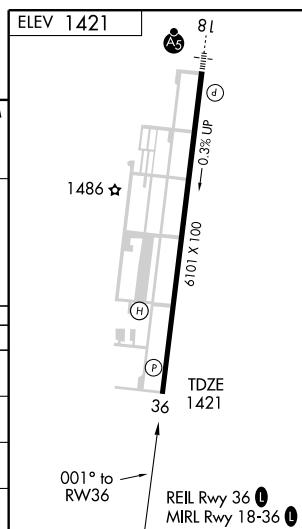
* LNAV ONLY

3600

HUKAM



CATEGORY	A	B	C	D
LPV DA	1740-1 319 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1960-1 539 (600-1)	1960-1½ 539 (600-1½)	1960-1¾ 539 (600-1¾)	
CIRCLING	1960-1 539 (600-1)	1960-1½ 539 (600-1½)	2120-2¼ 699 (700-2¼)	



VORTAC ICT 113.8 Chan 85	APP CRS 262°	Rwy Idg TDZE Apt Elev 1421	N/A N/A 1421
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VOR-A

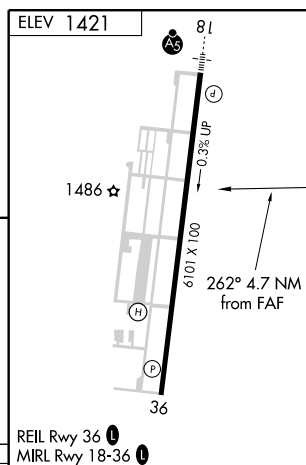
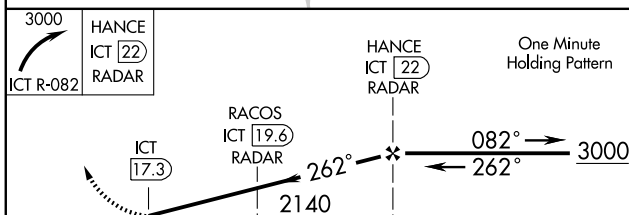
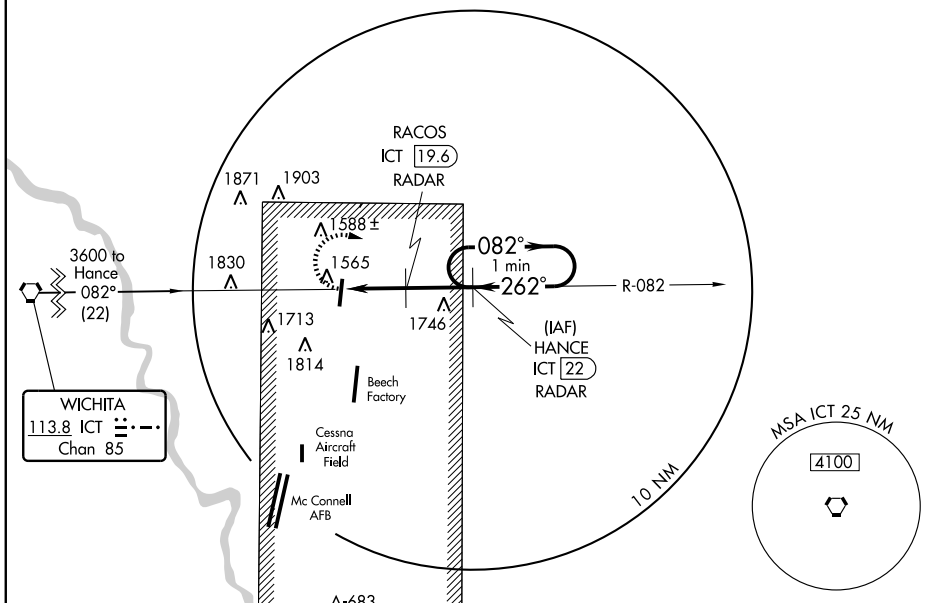
WICHITA/COLONEL JAMES JABARA (A.A.O.)

<p>▼ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 via ICT R-082 to HANCE/ICT 22 DME/RADAR and hold.</p>
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ASOS 134.025	WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.7 (CTAF) 0
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DME or RADAR REQUIRED

Λ 2040



CATEGORY	A	B	C	D	FAF TO MAP 4.7 NM					
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:42	3:08	2:21	1:53	1:34

APP CRS **185°**
 Rwy Idg **8000**
 TDZE **1408**
 Apt Elev **1408**

RNAV (GPS) RWY 18

WICHITA/BEECH FACTORY (BEC)

▼ Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DENEY WP and hold.

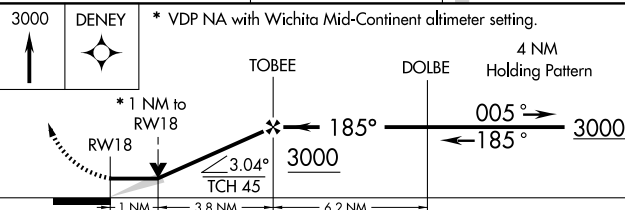
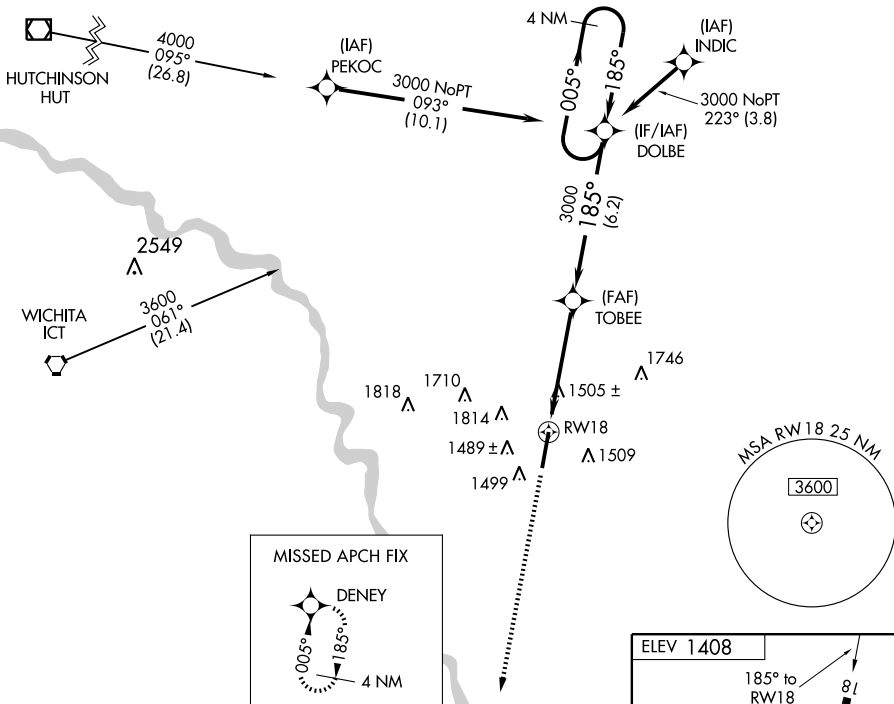
WICHITA APP CON
134.8 269.1

BEECH TOWER ★
126.8 (CTAF) 313.6
 CTAF **122.7 0** (When tower closed)

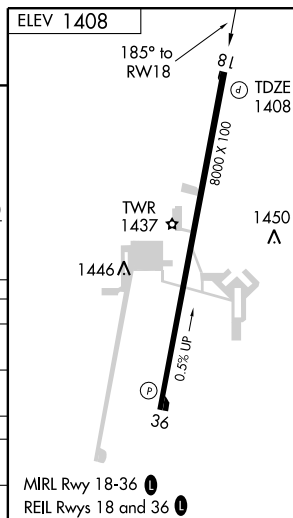
GND CON
121.7

CLNC DEL
125.0 (When tower closed)

UNICOM
122.95



CATEGORY	A	B	C	D
RNAV MDA	1760-1	352 (400-1)		1760-1¼ 352 (400-1¼)
CIRCLING	1800-1 392 (400-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
RNAV MDA	1800-1	392 (400-1)		1800-1¼ 392 (400-1¼)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



APP CRS
005°

Rwy Idg
TDZE
Apt Elev

8000
1386
1408

RNAV (GPS) RWY 36
WICHITA/ BEECH FACTORY (BEC)

▼
NA

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOLBE WP and hold.

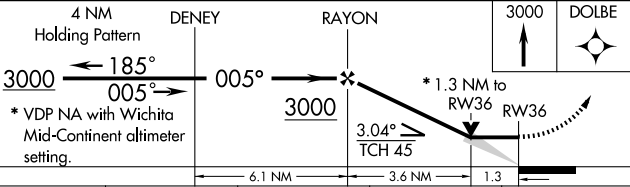
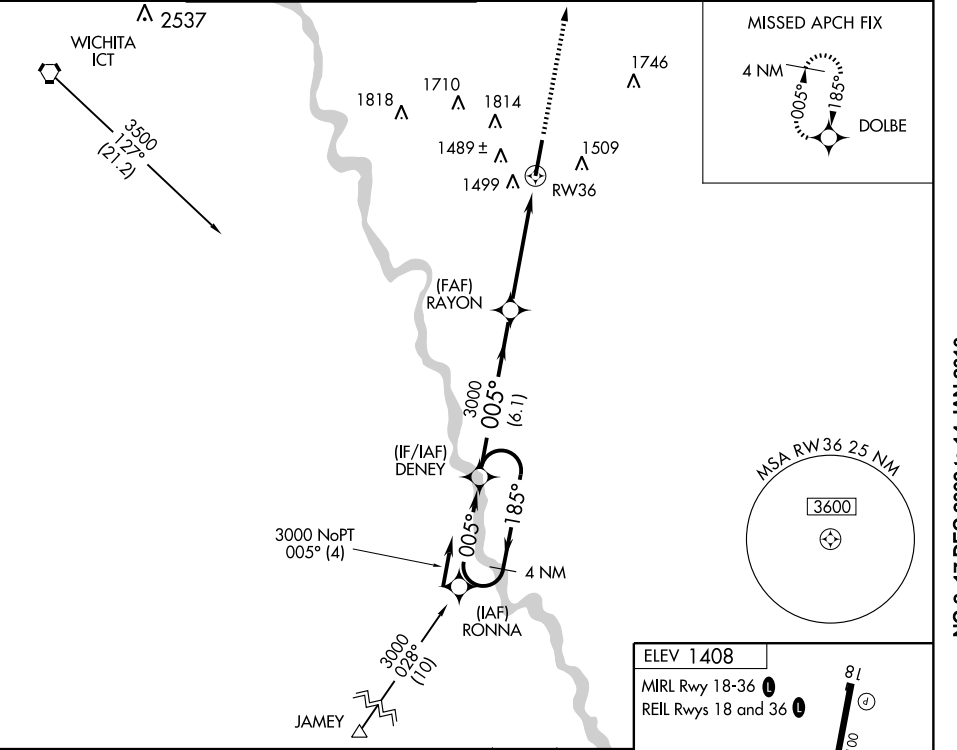
WICHITA APP CON
134.8 269.1

BEECH TOWER ★
126.8 (CTAF) 313.6
CTAF 122.7 (When tower closed)

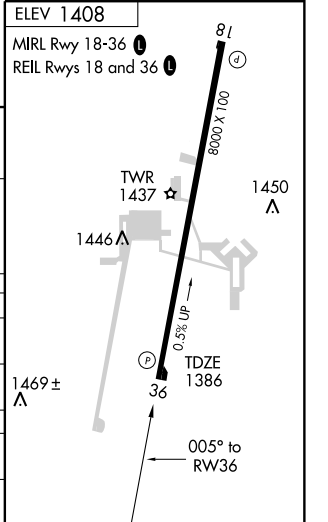
GND CON
121.7

CLNC DEL
125.0 (When tower closed)

UNICOM
122.95



CATEGORY	A		B		C	D
LNAV MDA	1840-1		454 (500-1)		1840-1¼ 454 (500-1¼)	1840-1½ 454 (500-1½)
CIRCLING	1840-1 432 (500-1)		1860-1 452 (500-1)		1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS						
LNAV MDA	1880-1		494 (500-1)		1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1		472 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg TDZE Apt Elev	N/A N/A 1408
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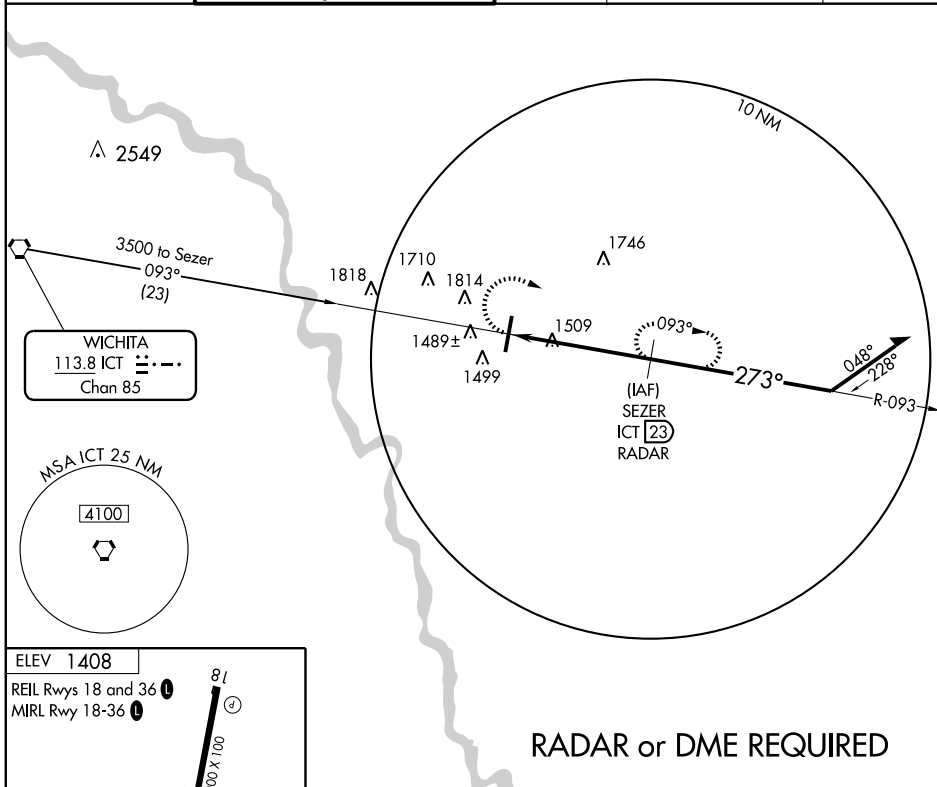
VOR-B

WICHITA/BEECH FACTORY (BEC)

Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via ICT VORTAC R-093 to SEZER 23 DME/RADAR and hold.

WICHITA APP CON 134.8 269.1	BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 (When tower closed)	GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95
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FAF to MAP 5.2 NM				
Knots	60	90	120	150
Min:Sec	5:12	3:28	2:36	2:05
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
CIRCLING	1820-1 412 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
CIRCLING	1860-1	452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

▽

NA

Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct CMPNY WP and hold.

WICHITA APP CON 134.8 269.1	BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 0 (When tower closed)	GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95
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RNAV approach chart for Wichita/Beech Factory (BEC). The chart shows a series of waypoints and altitudes for the approach. Key waypoints include HUTCHINSON (116.8 HUT, Chan 115), IAF CUBOC (N37°54.18'W97°22.81', 113.8 ICT 038.6°-13.5, 1471), IAF INDIC (N37°55.61'W97°06.62', 113.8 ICT 057.1°-25.0, 1471), RAYTH (N37°52.16'W97°10.44', 113.8 ICT 062.0°-20.9, 1471), IAF/FAF THEON (N37°47.24'W97°11.60', 113.8 ICT 075.2°-18.8, 1471), MAP EGBOY (N37°42.32'W97°12.75', 113.8 ICT 090.6°-17.8, 1471), and CMPNY (N37°36.10'W97°14.20', 113.8 ICT 110.4°-18.6, 1471). The chart also shows a 4 NM holding pattern at 3000 feet, a 4 NM holding pattern at 3000 feet, and a 4 NM holding pattern at 3000 feet. The chart includes a diagram of the approach path with various altitudes and headings.

3000	CMPNY	THEON WP	4 NM Holding Pattern	
↑	★			
EGBOY MAP WP				
184°	004°	3000	3000	
184°	184°			
5 NM				
CATEGORY	A	B	C	D
S-18	1940-1	532 (600-1)	1940-1½ 532 (600-1½)	1940-1¾ 532 (600-1¾)
CIRCLING	1940-1	532 (600-1)	1980-1½ 572 (600-1½)	2120-2½ 712 (800-2½)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-18	1960-1	552 (600-1)	1960-1¾ 552 (600-1¾)	1960-1¾ 552 (600-1¾)
CIRCLING	1960-1	552 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

Detailed diagram of the approach path for Wichita/Beech Factory (BEC). The diagram shows the final approach path with a heading of 184° to MAP WP. The path includes a 4 NM holding pattern at 3000 feet. The diagram also shows the final approach path with a heading of 184° to MAP WP. The diagram includes a diagram of the approach path with various altitudes and headings.

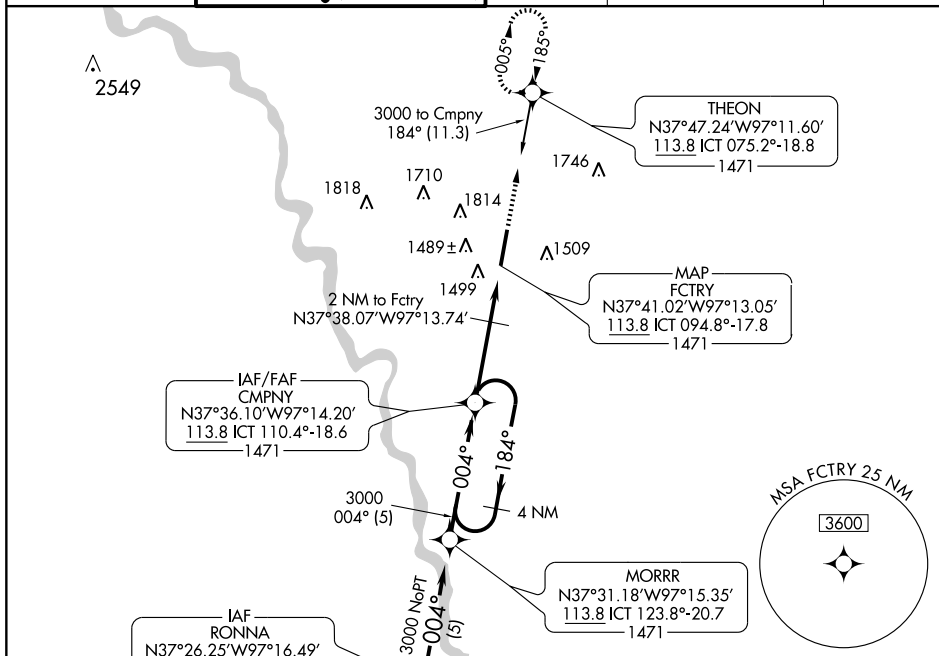
NC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ICT	APP CRS	Rwy Idg	8000
113.8	004°	TDZE	1386
Chan 85		Apt Elev	1408

VOR/DME RNAV RWY 36

WICHITA/BEECH FACTORY (B/C)

		MISSED APPROACH: Climb to 3000 direct THEON WP and hold.	
WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL
134.8 269.1	126.8 (CTAF) 313.6	121.7	125.0 (When tower closed)
	CTAF 122.7 (When tower closed)		UNICOM 122.95



ELEV 1408 MRL Rwy 18-36 REIL Rwy 18 and 36				
4 NM Holding Pattern 3000 ← 184° 004° → 3000				
*2100 when using Wichita Mid-Continent altimeter setting.				
CATEGORY	A	B	C	D
S-36	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-36	1920-1	534 (600-1)	1920-1¾ 534 (600-1¾)	1920-1¾ 534 (600-1¾)
CIRCLING	1920-1	512 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

APP CRS	Rwy Idg	N/A
280°	TDZE	N/A
	Apt Elev	1378

RNAV (GPS) -D

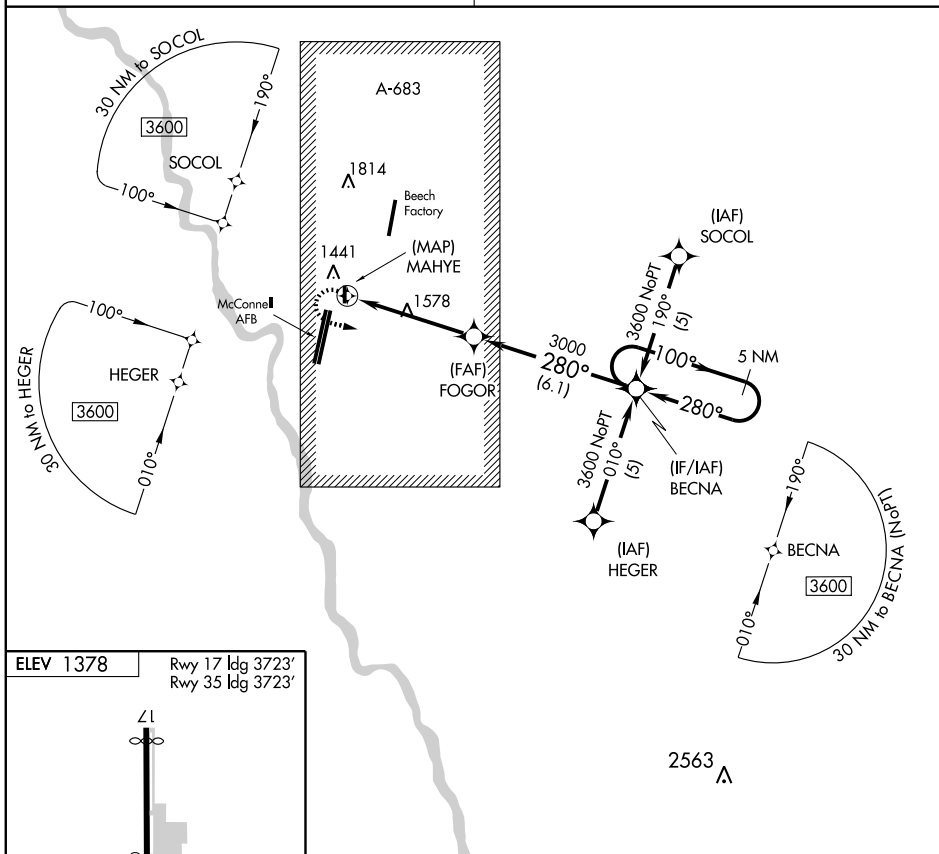
WICHITA/CESSNA AIRCRAFT FIELD (CEA)

A NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Wichita Mid-Continent altimeter setting; when not received, use Colonel James Jabara altimeter setting.

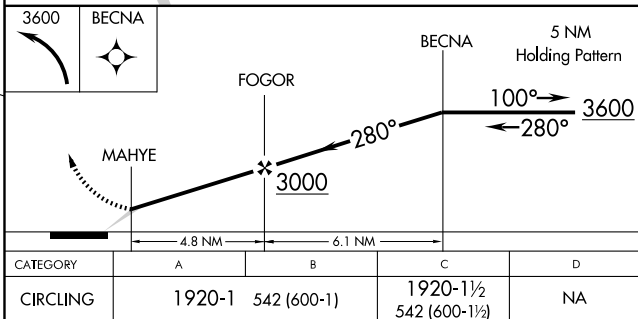
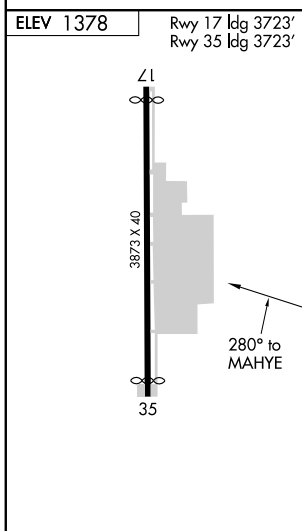
MISSED APPROACH: Climbing left turn to 3600 direct BECNA and hold.

WICHITA APP CON
134.8 269.1

CTAF
122.9



NC-2. 17 DEC 2009 to 14 JAN 2010

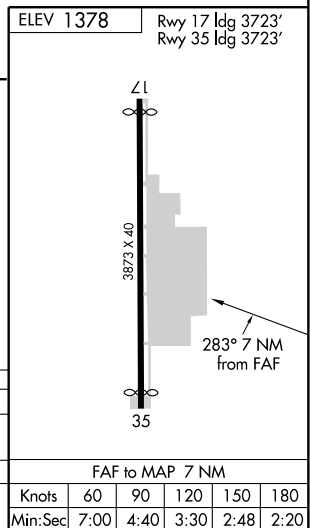
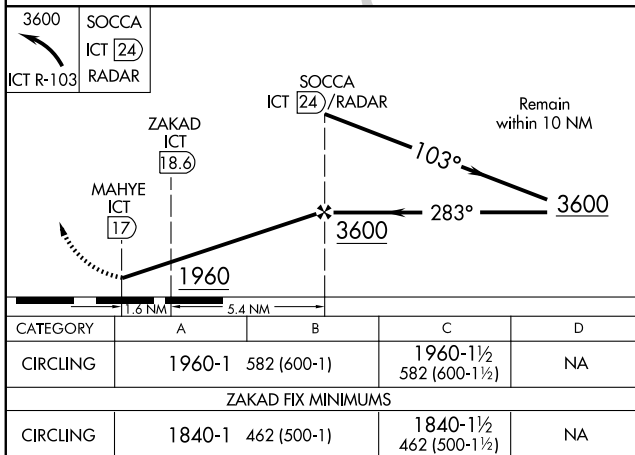
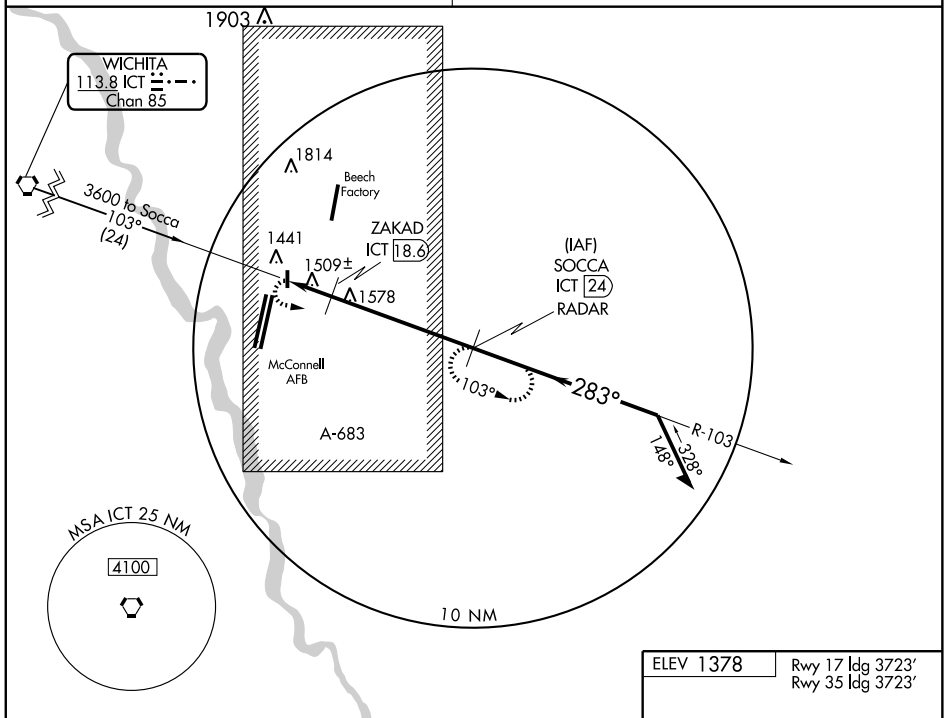


VORTAC ICT 113.8 Chan 85	APP CRS 283°	Rwy Idg TDZE Apt Elev	N/A N/A 1378
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VOR-C

WICHITA/CESSNA AIRCRAFT FIELD (CEA)

NA	Use Wichita Mid-Continent altimeter setting. Procedure not authorized at night. DME or RADAR required.	MISSED APPROACH: Climbing left turn to 3600 via ICT R-103 to SOCCA 24 DME/RADAR and hold.
WICHITA APP CON 134.8 269.1		CTAF 122.9



WICHITA, KANSAS

WICHITA, KANSAS

LOC I-CWX 109.9	APCH CRS 185°	Rwy Idg 12,000 TDZE 1371 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

- T** * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.

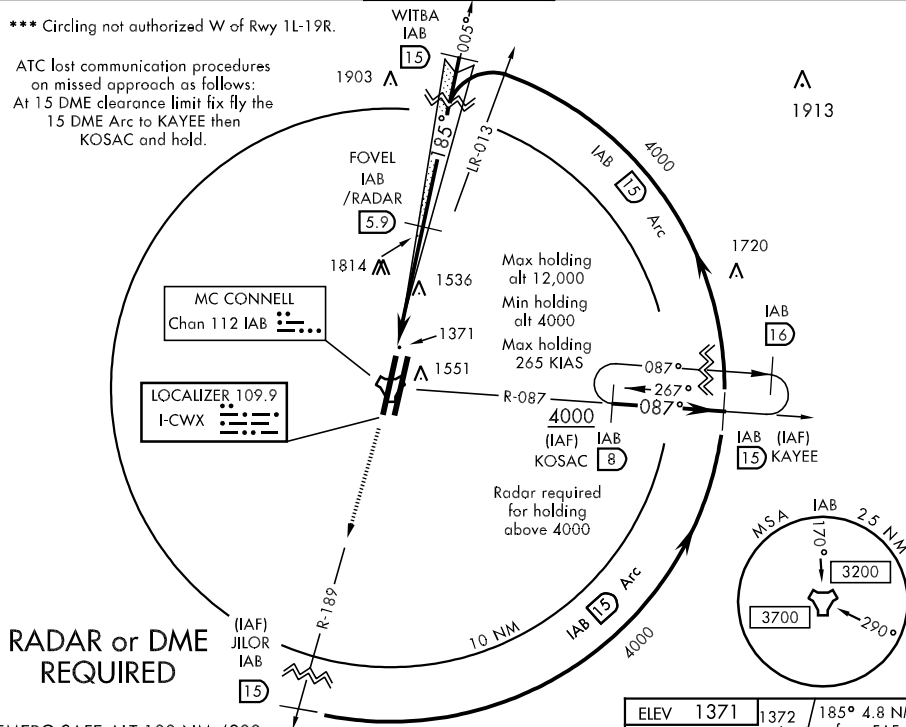


MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

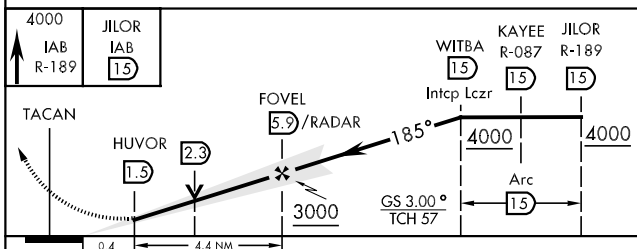
ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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*** Circling not authorized W of Rwy 1L-19R.

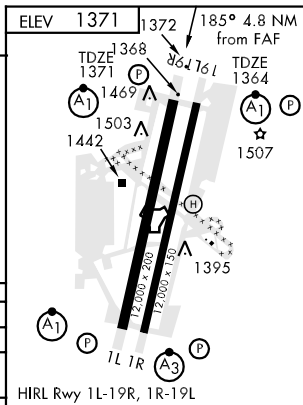
ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-ILS 19R *	1571/24		200	(200-½)	
S-LOC 19R**	1820/24	449 (500-½)	1820/40 449 (500-¾)	1820/50	449 (500-1)
SIDESTEP RWY 19L	1820/50	456 (500-1)	1820/60 456 (500-1¼)	1820-1½	456 (500-1½)
CIRCLING***	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



HIRL Rwy 1L-19R, 1R-19L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

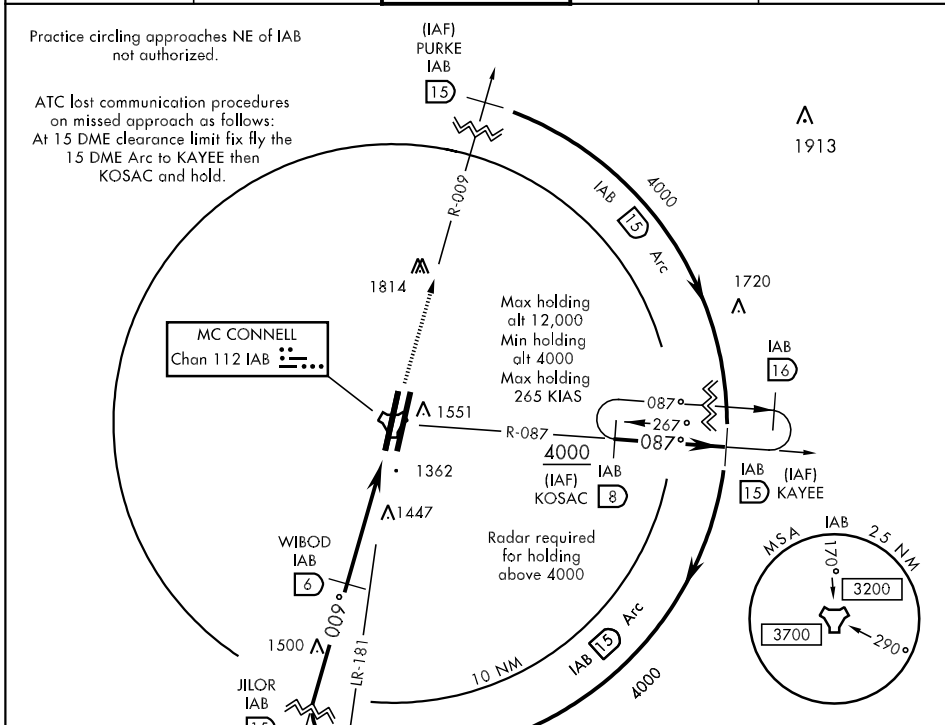
TACAN IAB Chan 112	APCH CRS 009°	Rwy Idg 12,000 TDZE 1346 Arpt Elev 1371
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AL-453 [USAF]

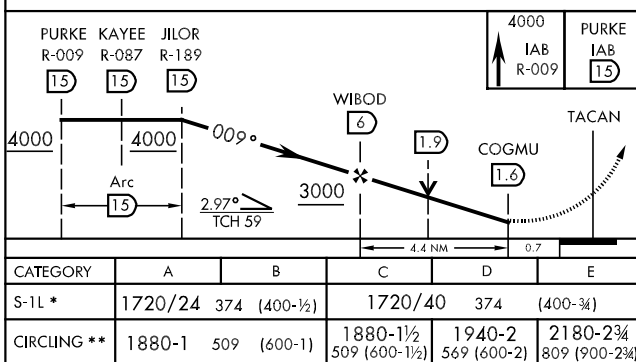
MC CONNELL AFB (KIAB)

<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE vis to 1½ miles. ** Circling not authorized W of Rwy 1L-19R.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.</p>
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<p>ATIS ★ 124.65 269.9</p>	<p>WICHITA APP CON 134.8 269.1</p>	<p>MC CONNELL TOWER 127.25 291.775</p>	<p>GND CON 118.0 275.8</p>	<p>CLNC DEL 118.0 275.8</p>
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EMERG SAFE ALT 100 NM 4200



WICHITA, KANSAS

37°37'N-97°16'W

MC CONNELL AFB (KIAB)

TACAN IAB Chan 112	APCH CRS 002°	Rwy Idg 12,000 TDZE 1347 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1½ miles.
 ** Circling not authorized W of Rwy 1L-19R.

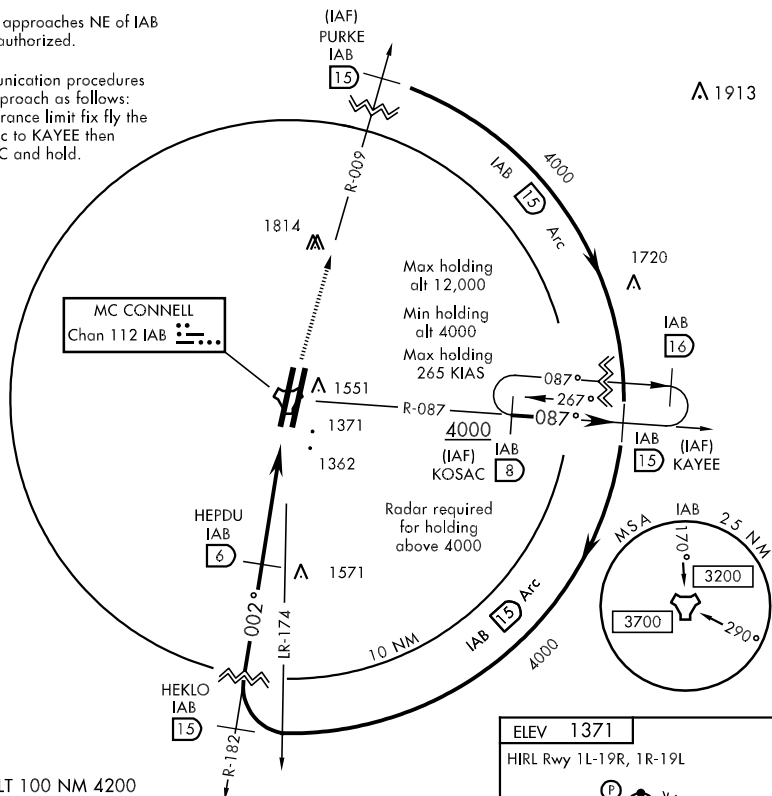


MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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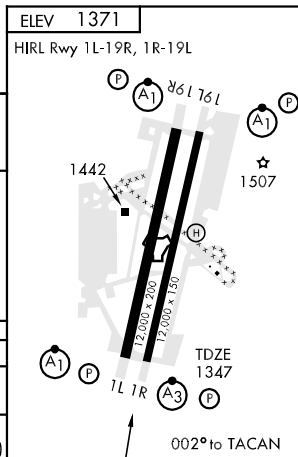
Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows:
 At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.



EMERG SAFE ALT 100 NM 4200

PURKE KAYEE HEKLO R-009 R-087 R-182 15 15 15				
4000 4000 002° HEPDU 6 2.0 3000 TACAN WOVIL 1.6 4.4 NM 0.7				
Arc 15 2.96° TCH 64				
CATEGORY	A	B	C	D
S-1R *	1740/24 393 (400-½)	1740/40 393 (400-¾)	1740/50 393 (400-1)	
CIRCLING **	1880-1 509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



TACAN IAB Chan 112	APCH CRS 189°	Rwy Idg 12,000 TDZE 1364 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

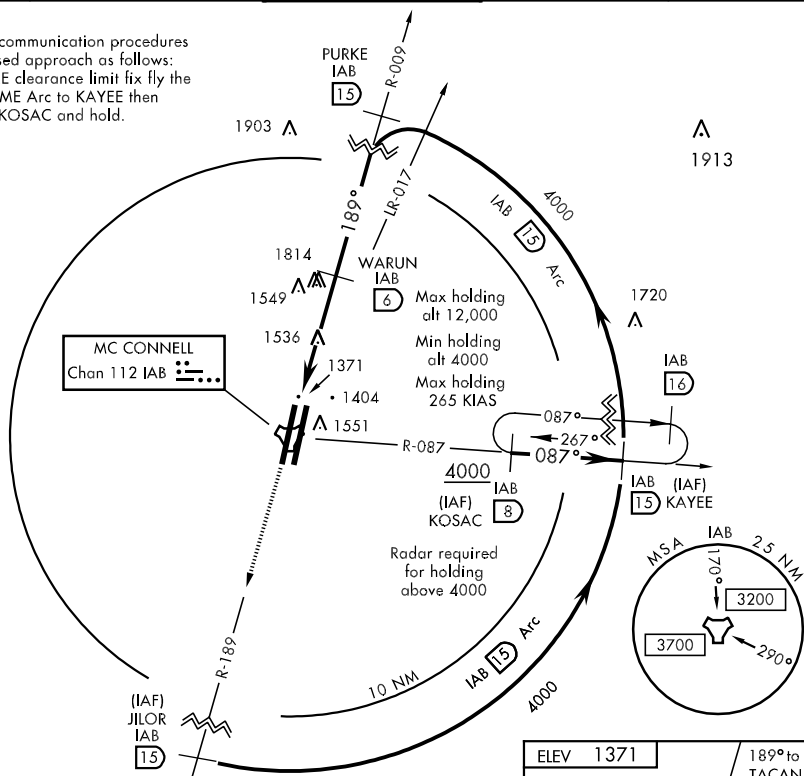
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.



MISSED APPROACH: Climb to 4000 via
IAB TACAN R-189 to 15 DME (JILOR).
Expect further clearance from ATC.

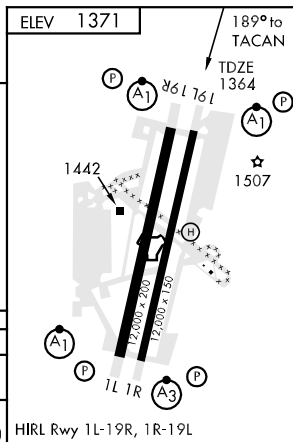
ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200

4000 IAB R-189	JILOR IAB 15	PURKE R-009 15	KAYEE R-087 15	JILOR R-189 15	
TACAN	WARUN 6	189°	4000	4000	
WAVEX 1.8	2.3	3000	3.02° TCH 55	Arc 15	
0.7	4.2 NM				
CATEGORY	A	B	C	D	E
S-19L *	1820/24 456 (500-½)		1820/40 456 (500-¾)	1820/50 456 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



TACAN IAB Chan 112	APCH CRS 183°	Rwy Idg 12,000 TDZE 1371 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

- ▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

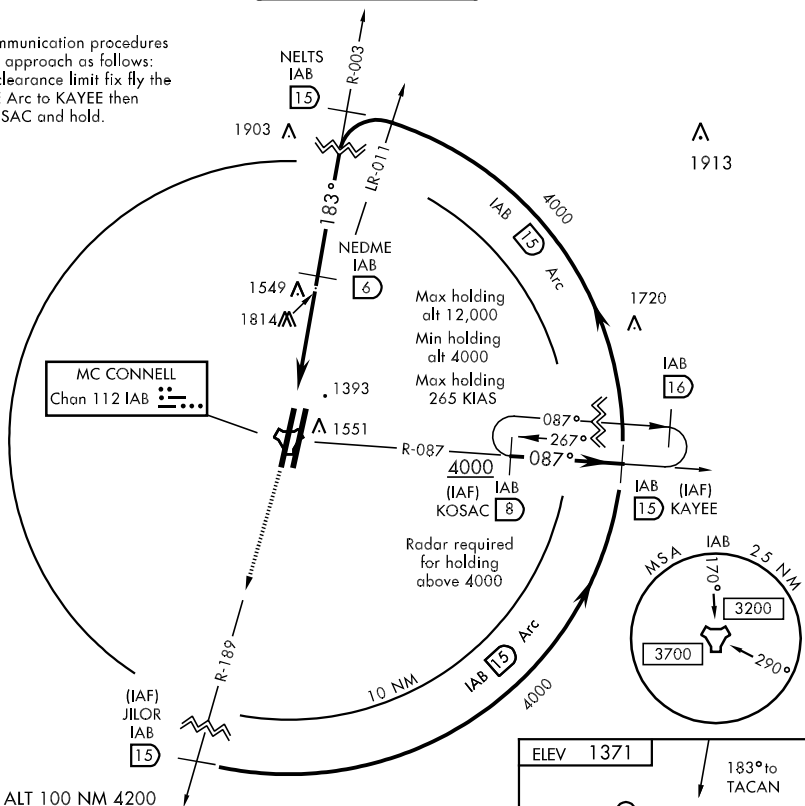
ALSF-1



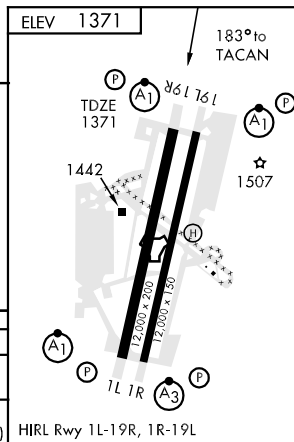
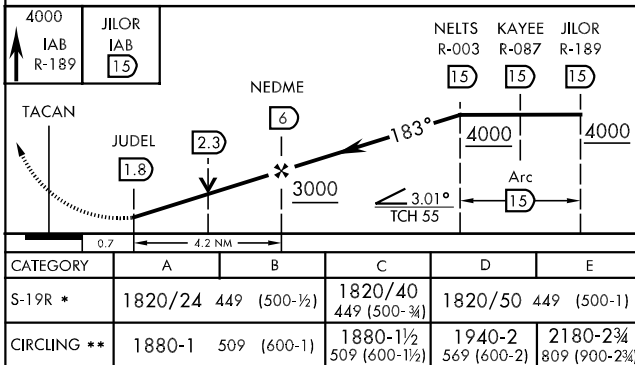
MISSED APPROACH: Climb to 4000 via
IAB TACAN R-189 to 15 DME (JILOR).
Expect further clearance from ATC.

ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.

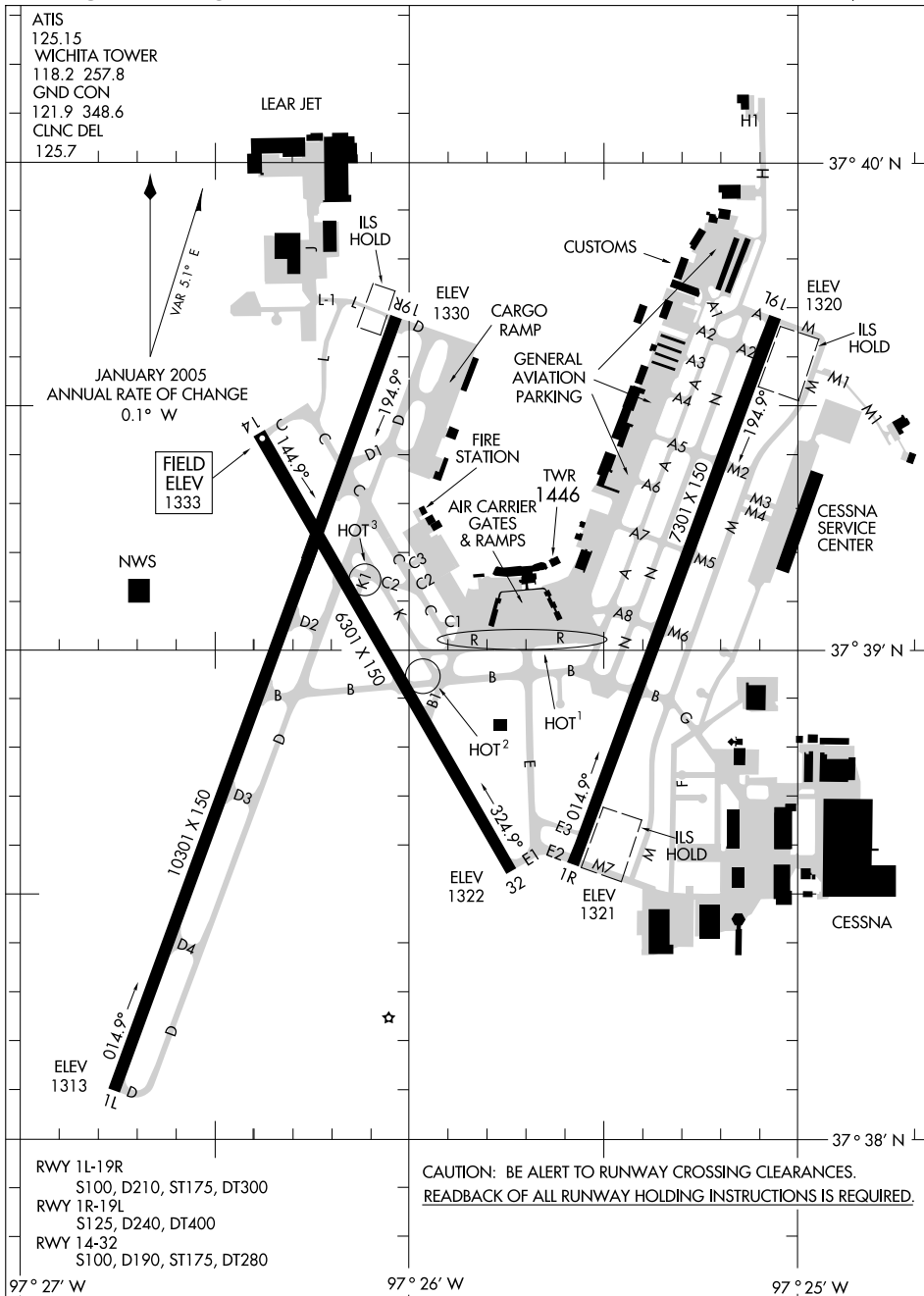


EMERG SAFE ALT 100 NM 4200



AIRPORT DIAGRAM

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



NC-2. 17 DEC 2009 to 14 JAN 2010

LOC I-TWI 109.1	APP CRS 013°	Rwy Idg 10301 TDZE 1314 Apt Elev 1333
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ILS or LOC RWY 1L

WICHITA MID-CONTINENT (ICT)



MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

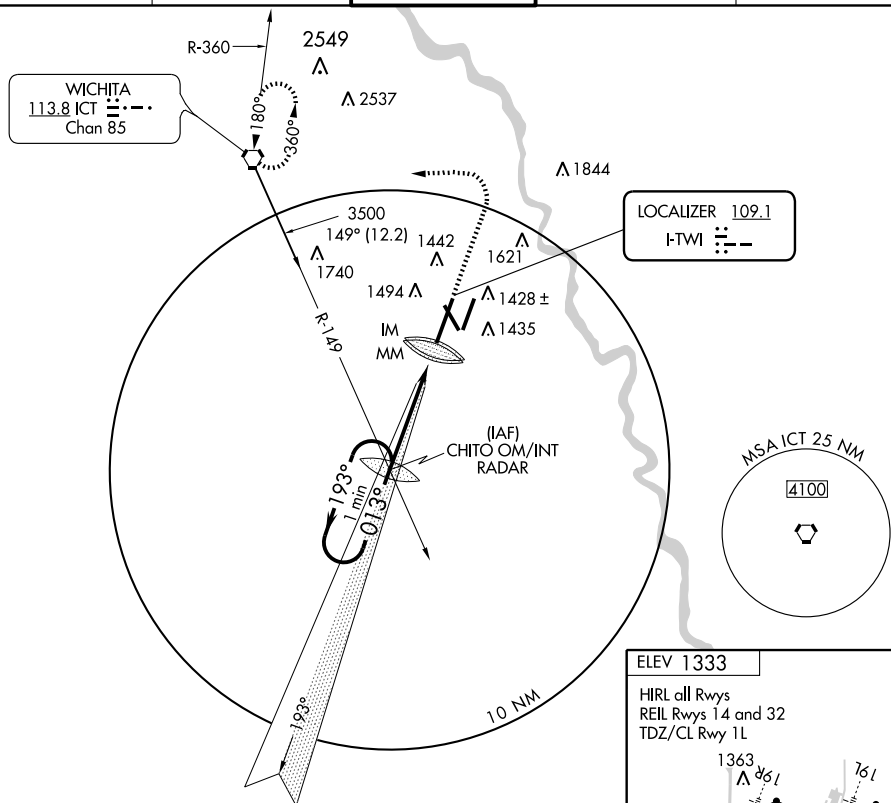
ATIS
125.15

WICHITA APP CON
126.7 353.5

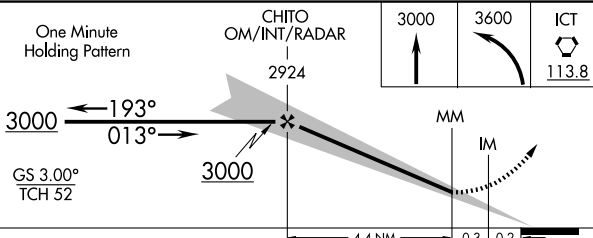
WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

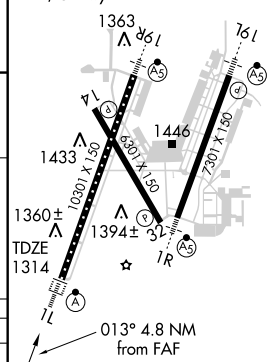


One Minute
Holding Pattern



ELEV 1333

HIRL all Rwys
REIL Rwy 14 and 32
TDZ/CL Rwy 1L



CATEGORY	A	B	C	D	E
S-ILS 1L	1514/18 200 (200-½)				
S-LOC 1L	1700/24	386 (400-½)	1700/40	386 (400-¾)	
CIRCLING	1800-1 467 (500-1)	467 (500-½)	1800-1½	1900-2	1980-2 ¼
			467 (500-½)	567 (600-2)	647 (700-2 ¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-CT 110.3 Chan 40	APP CRS 013°	Rwy Idg TDZE Apt Elev 7301 1321 1333
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ILS or LOC RWY 1R

WICHITA MID-CONTINENT (ICT)

V *VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3600 then right turn direct PICHE LOM and hold.

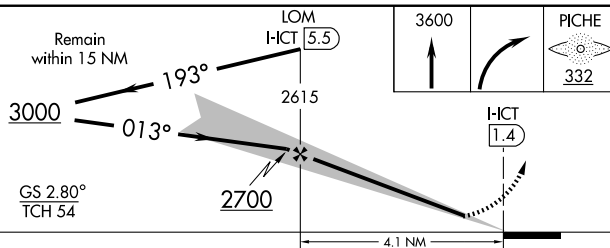
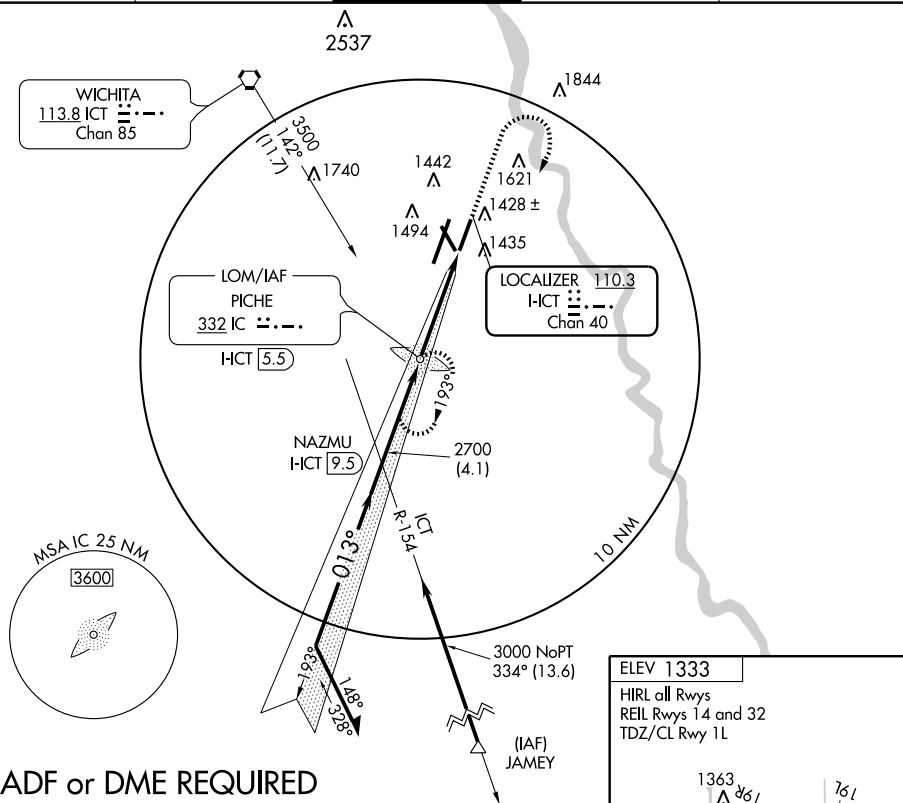
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

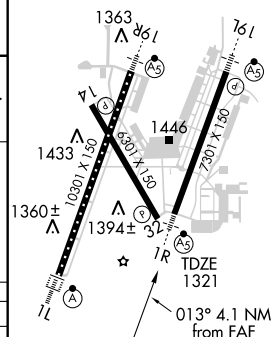
GND CON
121.9 348.6

CLNC DEL
125.7



ELEV 1333

HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L



CATEGORY	A	B	C	D	E
S-ILS 1R	*1521/24 200 (200-½)				
S-LOC 1R	1680/24	359 (400-½)	1680/40	359 (400-1)	
CIRCLING	1800-1	467 (500-1)	1800-1½	1900-2	1980-2¼
			467 (500-1½)	567 (600-2)	647 (700-2¼)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC I-MVP 111.55	APP CRS 193°	Rwy Idg 7301
Chan 52 (Y)		TDZE 1320
		Apt Elev 1333

ILS or LOC RWY 19L

WICHITA MID-CONTINENT (ICT)



For inoperative MALS, increase S-ILS 19L Cat E visibility to $\frac{3}{4}$,
S-LOC 19L Cat E visibility to $1\frac{1}{4}$.



MISSED APPROACH: Climb to 3000
direct PICHE LOM and hold.

ATIS
125.15

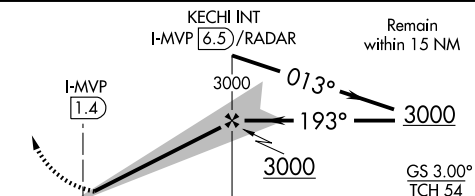
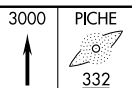
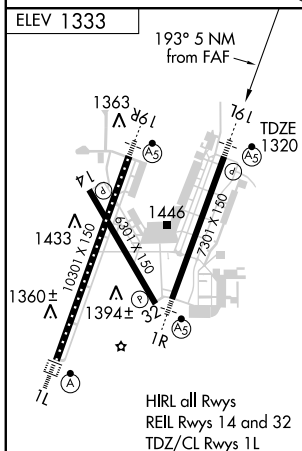
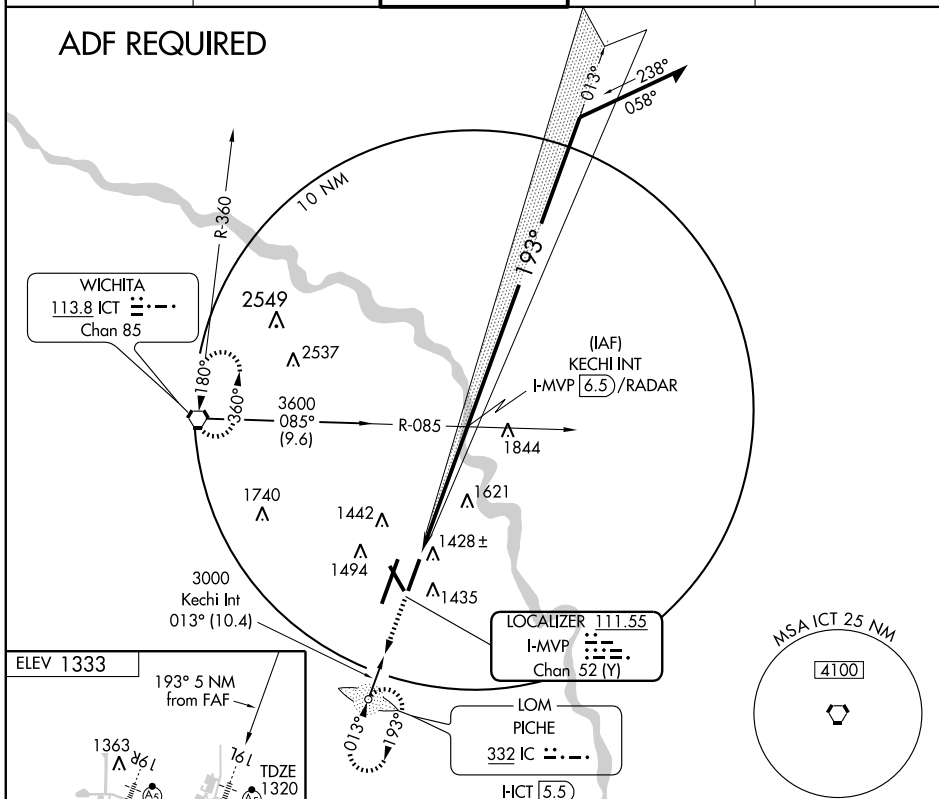
WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

ADF REQUIRED



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 19L	1520- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 19L	1700- $\frac{1}{2}$ 380 (400- $\frac{1}{2}$)			1700- $\frac{3}{4}$ 380 (400- $\frac{3}{4}$)	
CIRCLING	1800-1 467 (500-1)		1800-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$)	1900-2 567 (600-2)	1940-2 $\frac{1}{4}$ 607 (700-2 $\frac{1}{4}$)

LOC I-HOV 110.5	APP CRS 193°	Rwy Idg 10301 TDZE 1330 Apt Elev 1333
---------------------------	------------------------	---

ILS or LOC RWY 19R

WICHITA MID-CONTINENT (ICT)

▼ For inoperative MALS, increase SPOIL Int. minimums S-LOC 19R Cat. D and E visibility to RVR 5000. ****** VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3500 then right turn direct ICT VORTAC and hold.

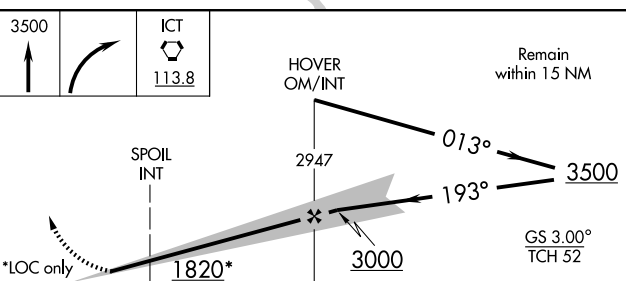
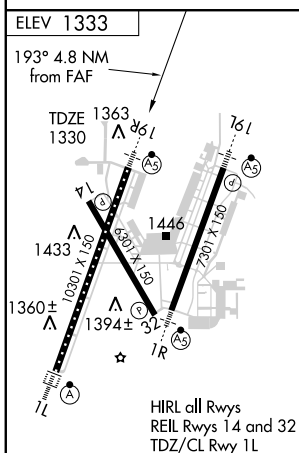
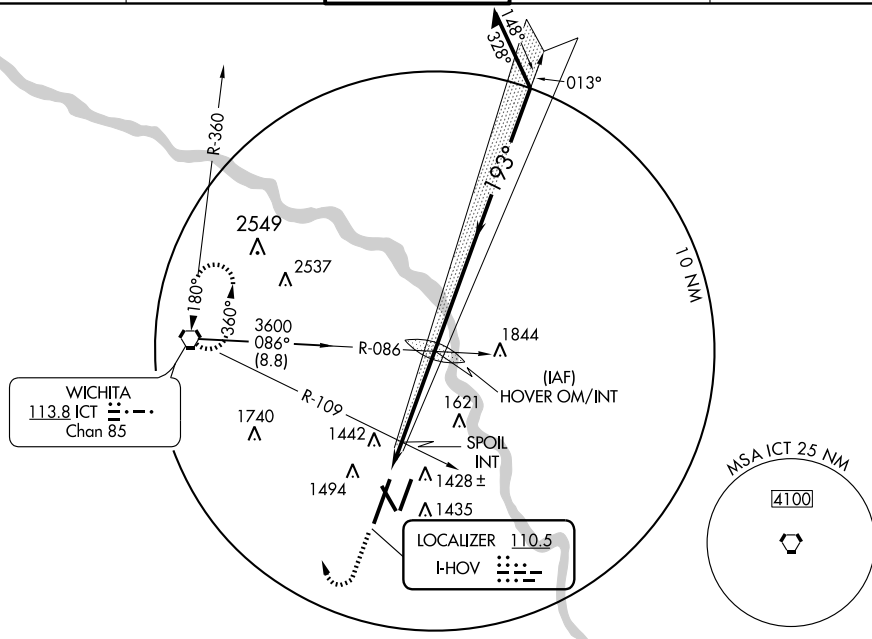
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7



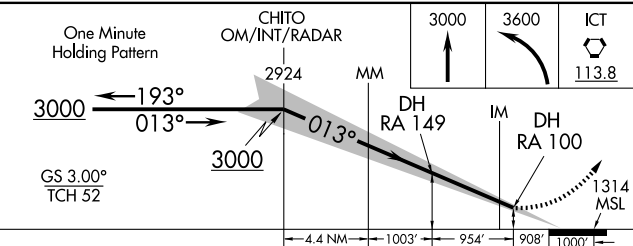
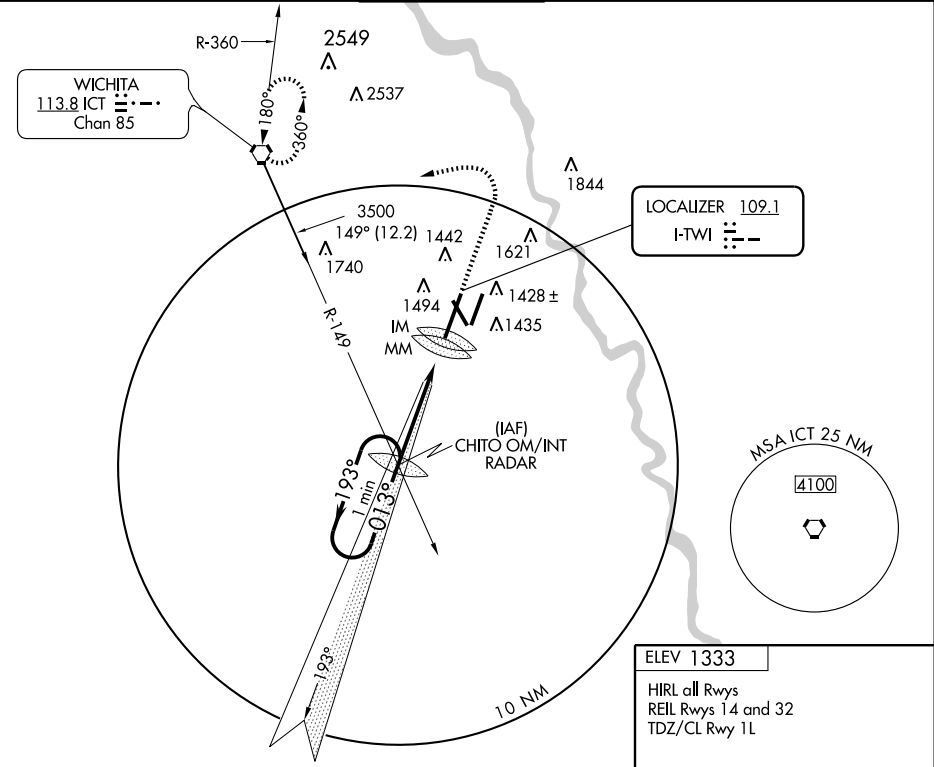
CATEGORY	A	B	C	D	E
S-ILS 19R	** 1530/24 200 (200-½)				
S-LOC 19R	1820/24 490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)	
CIRCLING	1820-1 487 (500-1)	1820-1½ 487 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	
SPOIL INT MINIMUMS					
S-LOC 19R	1660/24 330 (400-½)	1660/40 330 (400-¾)	1660/50 330 (400-1)	1660/60 330 (400-1¼)	
CIRCLING	1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	

LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

ALSF-2

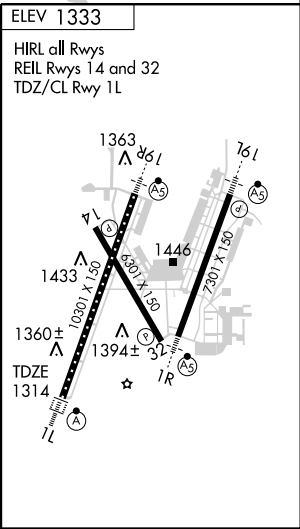
MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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CATEGORY	A	B	C	D
S-ILS 1L		RA 149/16	150 DA 1464	
S-ILS 1L		RA 100/12	100 DA 1414	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



LOM IC 332	APP CRS 013°	Rwy Idg TDZE Apt Elev	7301 1321 1333
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NDB RWY 1R

WICHITA MID-CONTINENT (ICT)

▼ Cat C S-1R visibility increased to RVR 5000 for inoperative MALSR.



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct PICHE LOM and hold.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

2549 Δ

Δ 2537

WICHITA

113.8 ICT
Chan 85

3600

(11.7)

1740

Δ 1442

Δ 1494

Δ 1621

1428 \pm

Δ 1435

LOM/IAF

PICHE

332 IC

193°

10 NM

193°

148°

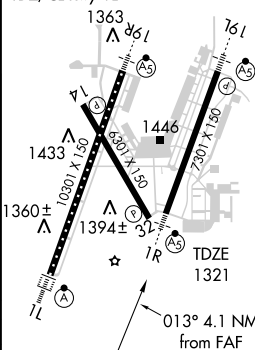
328°

MSA IC 25 NM

3600

ELEV 1333

HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L



Remain
within 10 NM

LOM

2000

3000



3000

013°

3.03°

TCH 54

2700

4.1 NM

CATEGORY	A	B	C	D
S-1R	1720/40 399 (400-3/4)			1720/50 399 (400-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

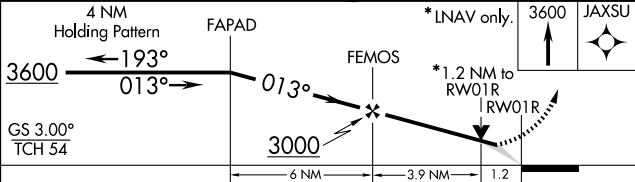
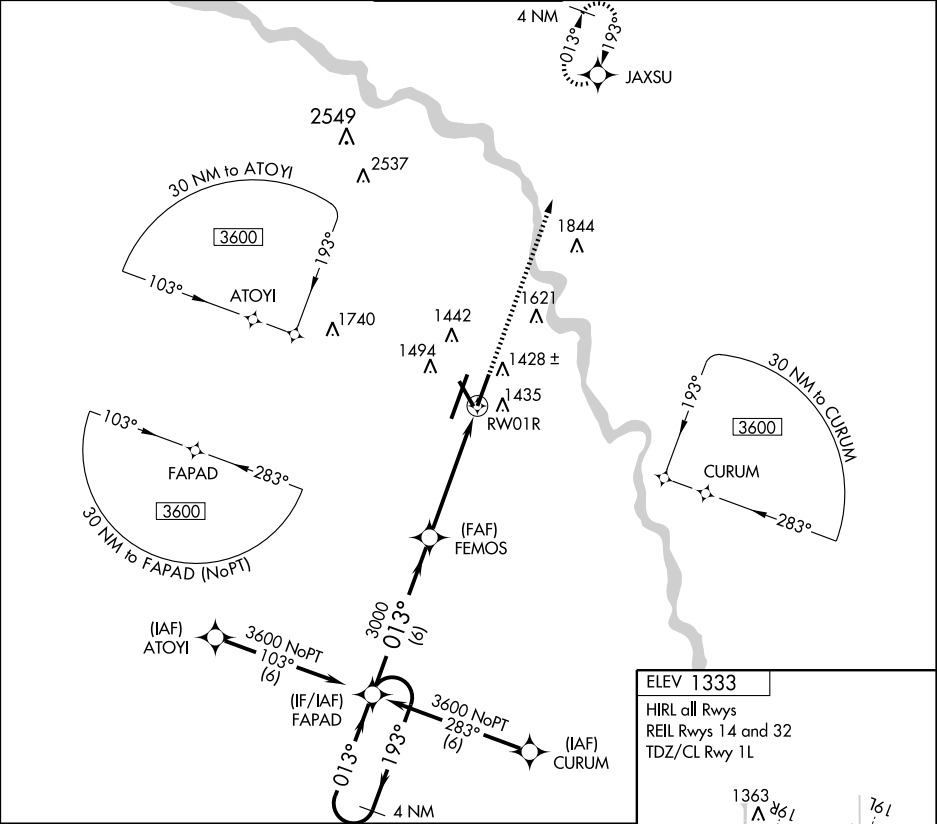
APP CRS	Rwy Idg	7301
013°	TDZE	1321
	Apt Elev	1333

RNAV (GPS) RWY 1R

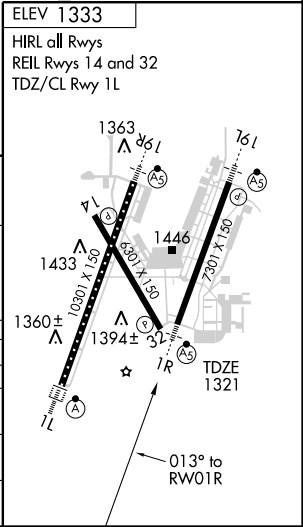
WICHITA MID-CONTINENT (ICT)

NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.	MALSR	MISSED APPROACH: Climb to 3600 direct JAXSU and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV	1660/40 339 (400-¾)			
LNAV MDA	1740/24 419 (500-½)	1740/40 419 (500-¾)	1740/50 419 (500-1)	
CIRCLING	1800-1¼ 467 (500-1¼)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	



APP CRS	Rwy Idg	6301
143°	TDZE	1333
	Apt Elev	1333

RNAV (GPS) RWY 14

WICHITA MID-CONTINENT (ICT)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct USOMY and hold.

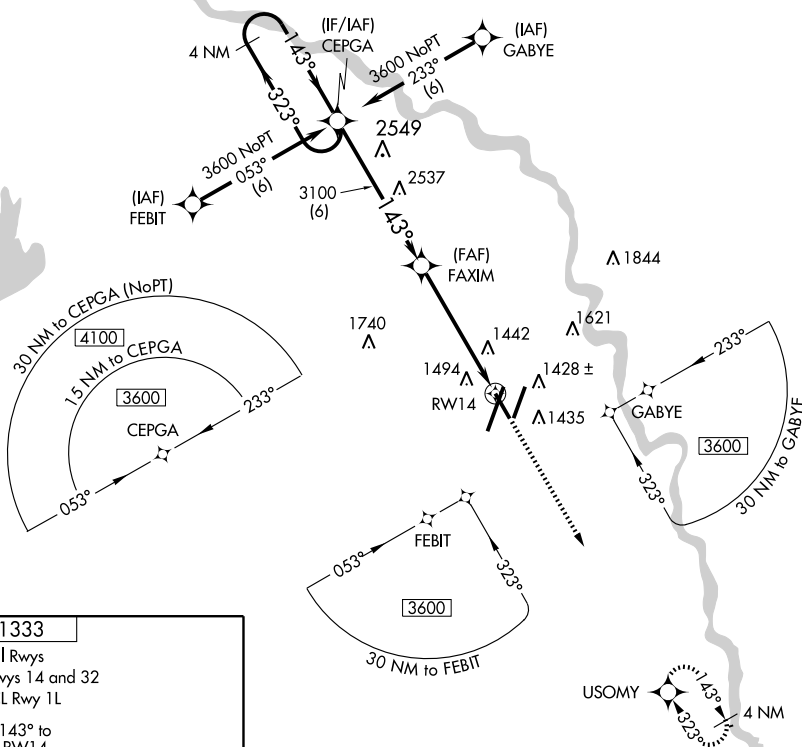
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

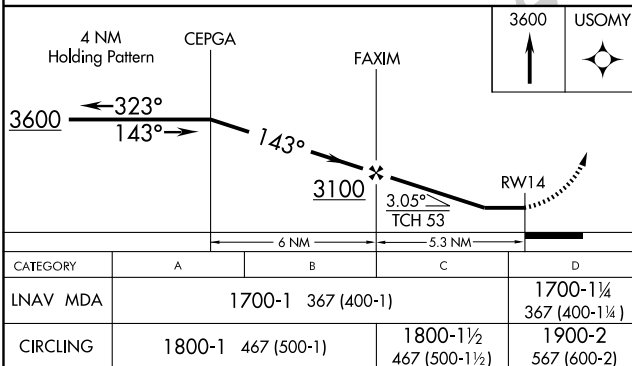
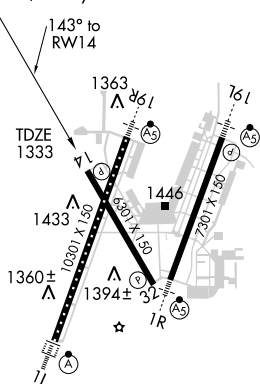
CLNC DEL
125.7



NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1333



HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



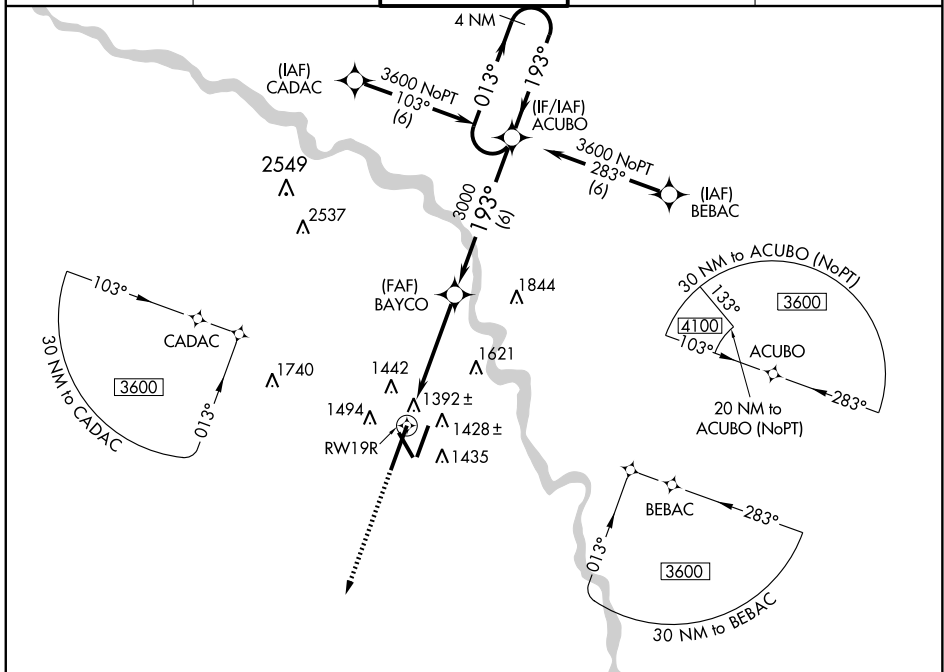
APP CRS	Rwy Idg	10301
193°	TDZE	1330
	Apt Elev	1333








RNAV (GPS) RWY 19R

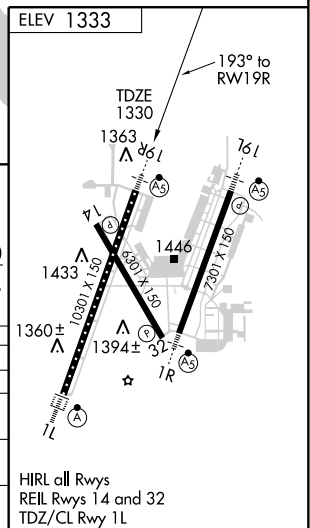
WICHITA MID-CONTINENT (ICT)

 NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3600 direct CUTIK WP and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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3600	CUTIK	*LNAV only	ACUBO	4 NM Holding Pattern
		*1.4 NM to RWY 19R	BAYCO	013° → 3600
				
1.4	3.6 NM	6 NM		
CATEGORY	A	B	C	D
GLS PA DA			NA	
LNAV/VNAV DA		1741/50	411 (500-1)	
LNAV MDA	1820/24	490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)
CIRCLING	1820-1	487 (500-1)	1820-1½ 487 (500-1½)	1900-2 567 (600-2)





HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L

APP CRS 323°	Rwy Idg TDZE Apt Elev	6301 1322 1333
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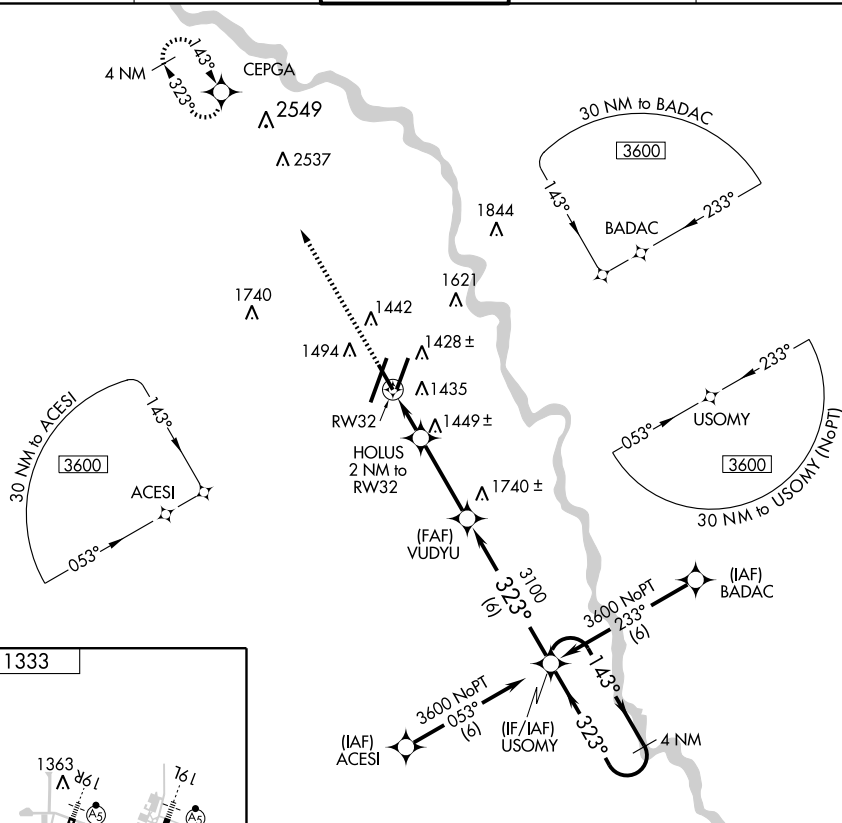
RNAV (GPS) RWY 32

WICHITA MID-CONTINENT (ICT)

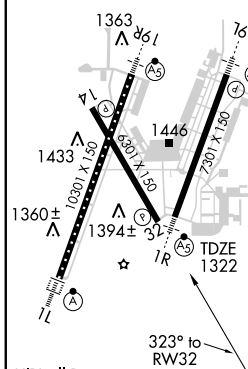
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 NA Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600 direct CEPGA and hold.

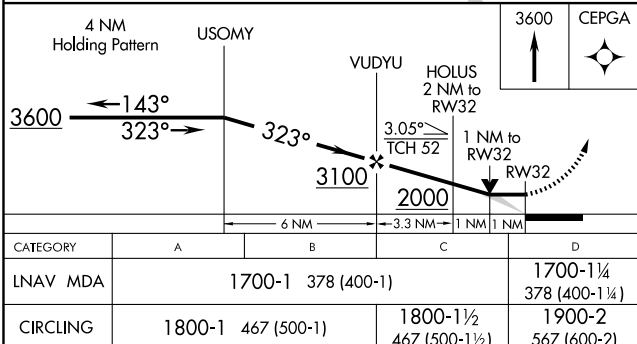
ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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ELEV 1333



HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L



APP CRS 013°	Rwy Idg TDZE Apt Elev	10301 1314 1333
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RNAV (GPS) Y RWY 1L

WICHITA MID-CONTINENT (ICT)

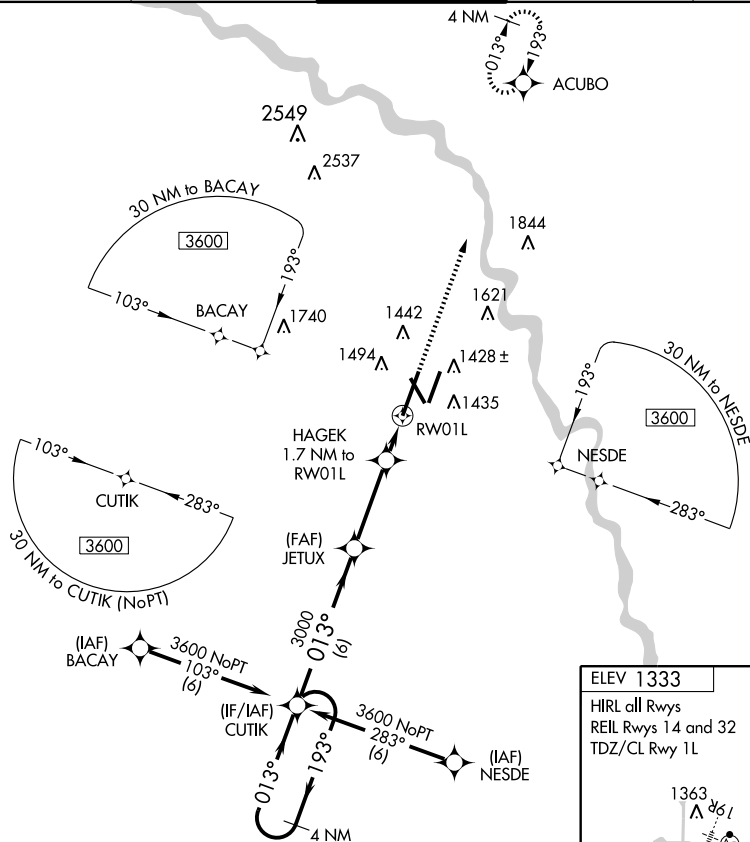
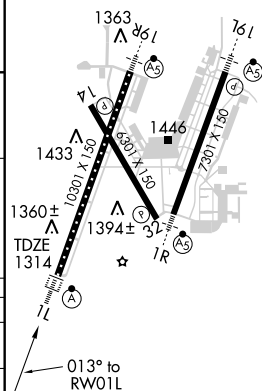
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D.	ALSF-2 	MISSED APPROACH: Climb to 3600 direct ACUBO and hold.
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 ATIS
125.15

 WICHITA APP CON
126.7 353.5

 WICHITA TOWER
118.2 257.8

 GND CON
121.9 348.6

 CLNC DEL
125.7

 ELEV 1333
 HIRL all Rwys
 REIL Rws 14 and 32
 TDZ/CL Rwy 1L


4 NM Holding Pattern		CUTIK	JETUX	HAGEK 1.7 NM to RW01L	3600	ACUBO
3600 ← 193°		013° →	3000	3.04° TCH 52	1900	0.8 NM to RW01L
6 NM		3.4 NM	0.9 NM	0.8 NM		
CATEGORY	A	B	C	D		
LNAV MDA	1620/24 306 (300-½)				1620/50 306 (300-1)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)		1900-2 567 (600-2)	

APP CRS 193°	Rwy Idg TDZE Apt Elev	7301 1320 1333
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RNAV (GPS) Y RWY 19L

WICHITA MID-CONTINENT (ICT)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

MALSR

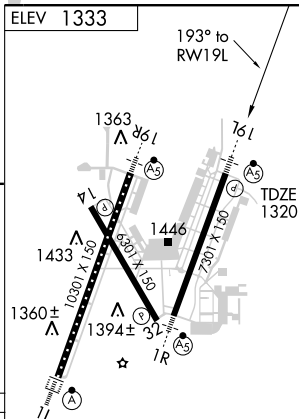
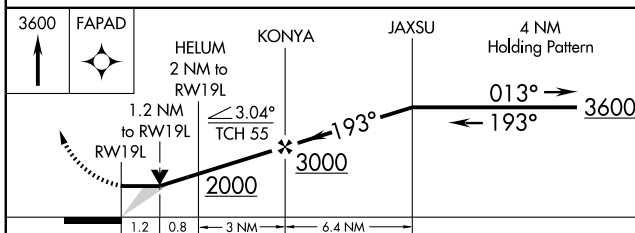
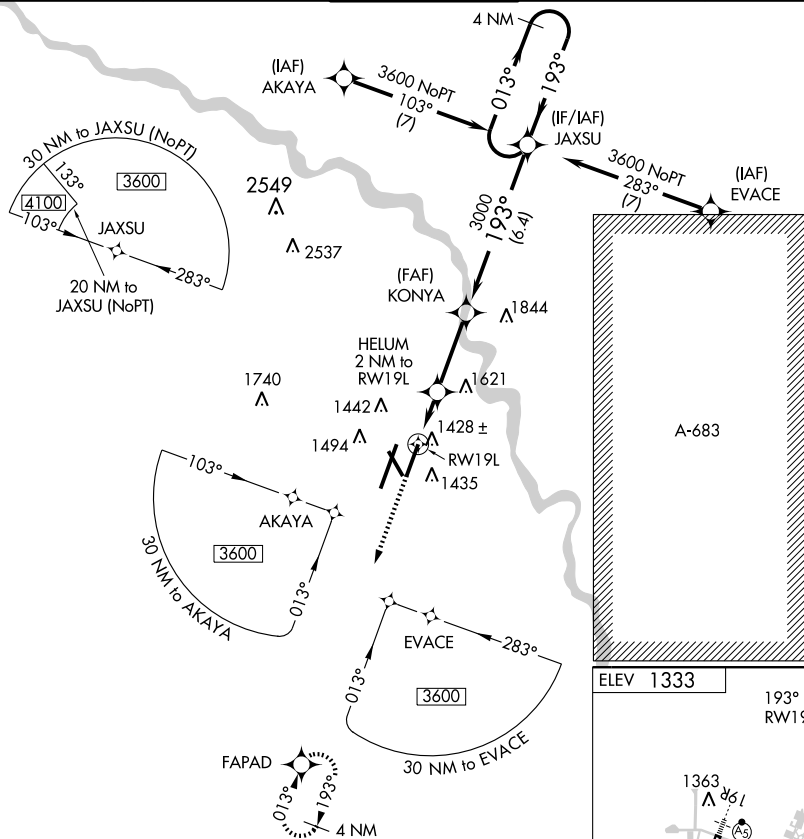
MISSED APPROACH: Climb to 3600
direct FAPAD and hold.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

CATEGORY	A	B	C	D
LNAV MDA	1740-½	420 (500-½)	1740-¾ 420 (500-¾)	1740-1 420 (500-1)
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)

HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L

APP CRS	Rwy Idg	10301
013°	TDZE	1314
	Apt Elev	1333

RNAV (GPS) Z RWY 1L

WICHITA MID-CONTINENT (ICT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2 increase LNAV/VNAV Cat Dvisibility to RVR 5000.

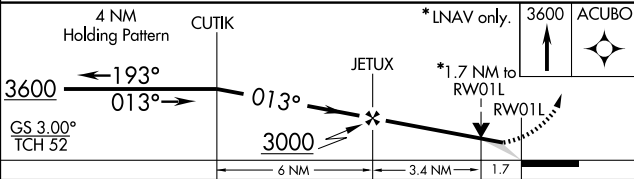
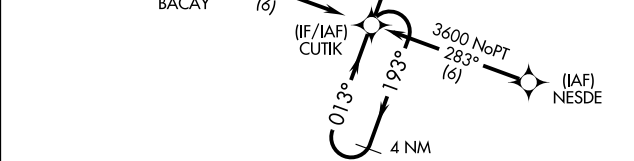
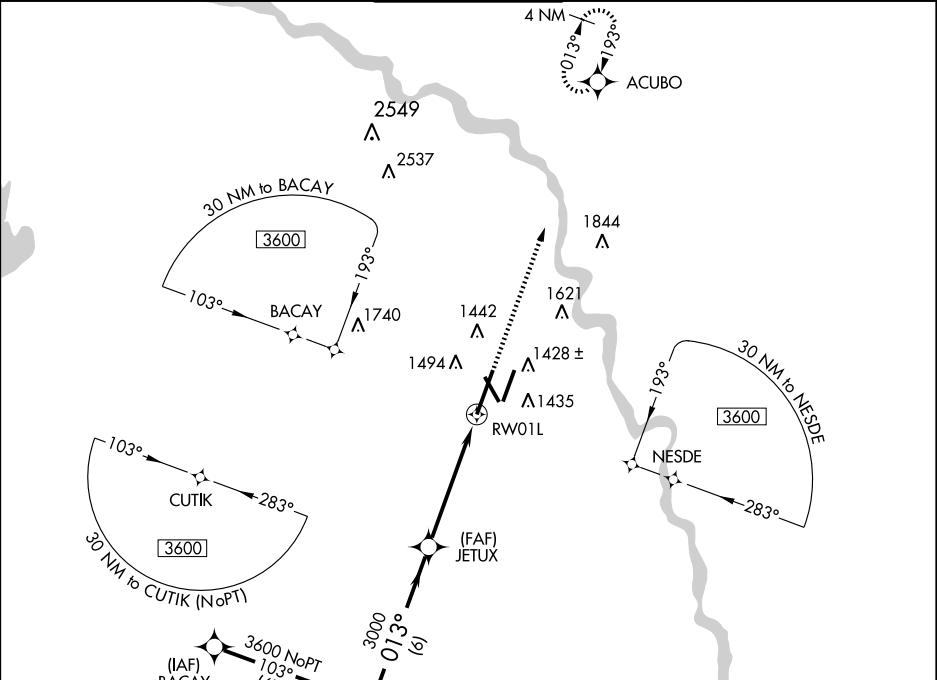
⚠ NA

ALSF-2

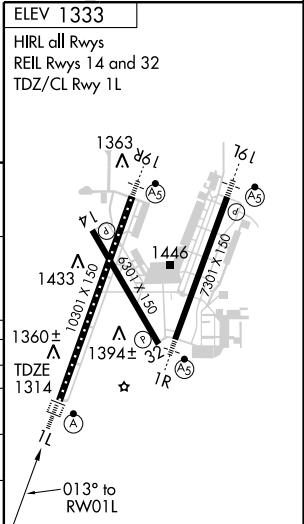
ⓐ

MISSED APPROACH: Climb to 3600 direct ACUBO and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA	1615/24	301 (300-½)		1615/40 301 (300-¾)
LNAV MDA	1920/24	606 (600-½)	1920/60 606 (600-1¼)	1920-1½ 606 (600-1½)
CIRCLING	1920-1	587 (600-1)	1920-1¾ 587 (600-1¾)	1920-2 587 (600-2)



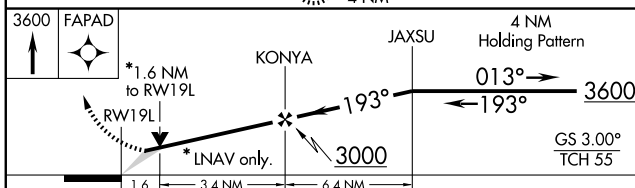
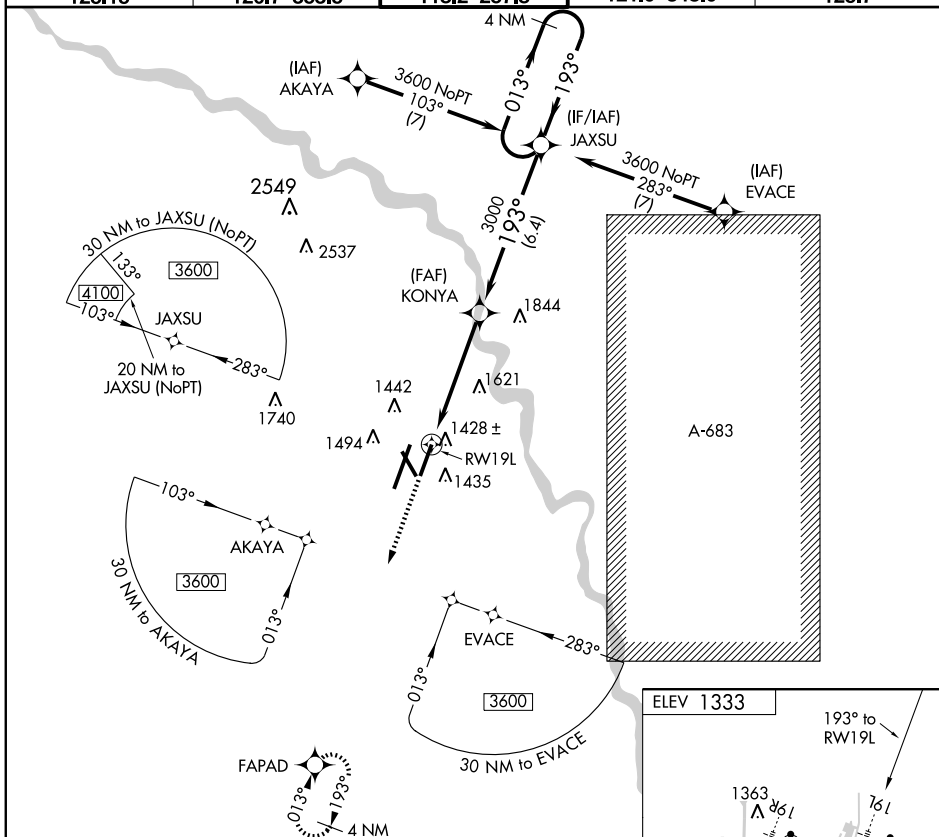
RNAV (GPS) Z RWY 19L

WICHITA MID-CONTINENT (ICT)

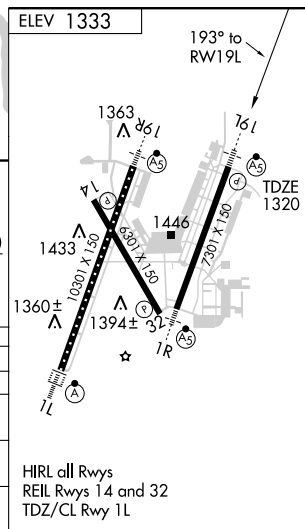
APP CRS	Rwy Idg	7301
193°	TDZE	1320
	Apt Elev	1333

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3600 direct FAPAD WP and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1740-1 420 (500-1)			
LNAV MDA	1880-1/2 560 (600-1/2)	1880-1 560 (600-1)	1880-1 1/4 560 (600-1 1/4)	
CIRCLING	1880-1 1/2 547 (600-1 1/2)		1900-2 567 (600-2)	



HIRL all Rws
 REIL Rws 14 and 32
 TDZ/CL Rwy 1L

VORTAC ICT	APP CRS	Rwy Idg	6301
113.8	119°	TDZE	1333
Chan 85		Apt Elev	1333

VOR RWY 14

WICHITA MID-CONTINENT (ICT)



MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct ICT VORTAC and hold.

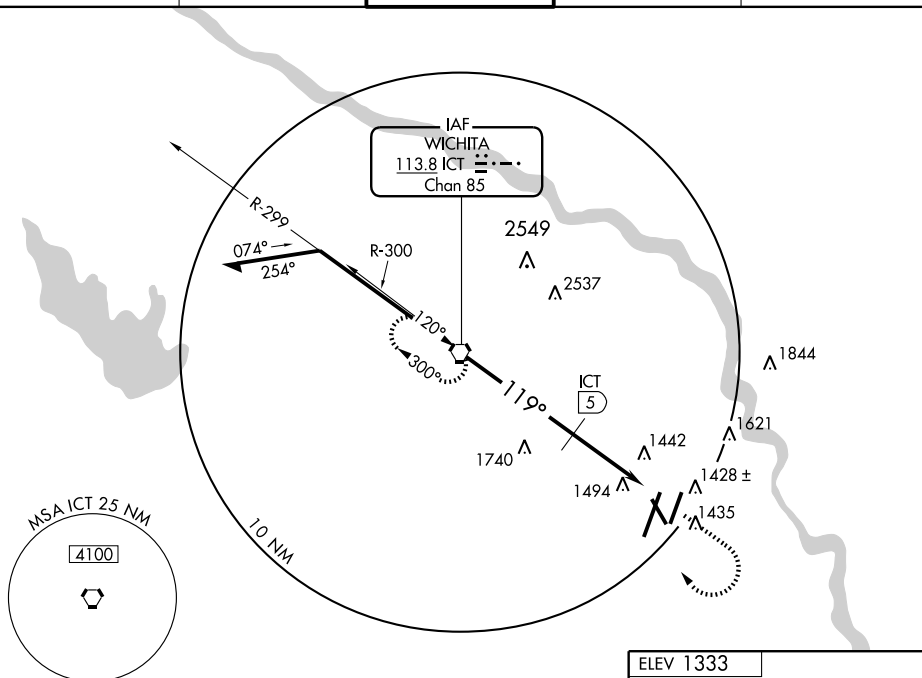
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7



Remain
within 10 NM

VORTAC

3000

3500

ICT

113.8

3600

299°

119°

3000

ICT 5

ICT 8.6

5 NM

3.6

CATEGORY	A	B	C	D
S-14	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
CIRCLING	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)

DME/RADAR MINIMA

S-14	1760-1	427 (500-1)	1760-1¼ 427 (500-1¼)	1760-1½ 427 (500-1½)
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)

ELEV 1333

119° 8.6 NM
from FAF

TDZE 1333

1363

1433

1360 ±

1394 ±

1446

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

1301 x 150

HIRL all Rwys

REIL Rwys 14 and 32

TDZ/CL Rwy 1L

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

WICHITA ONE DEPARTURE

SL-987 (FAA)

WICHITA, KANSAS

ATIS 122.15

CLINC DEL

125.7

GND CON

121.9 348.6

WICHITA TOWER

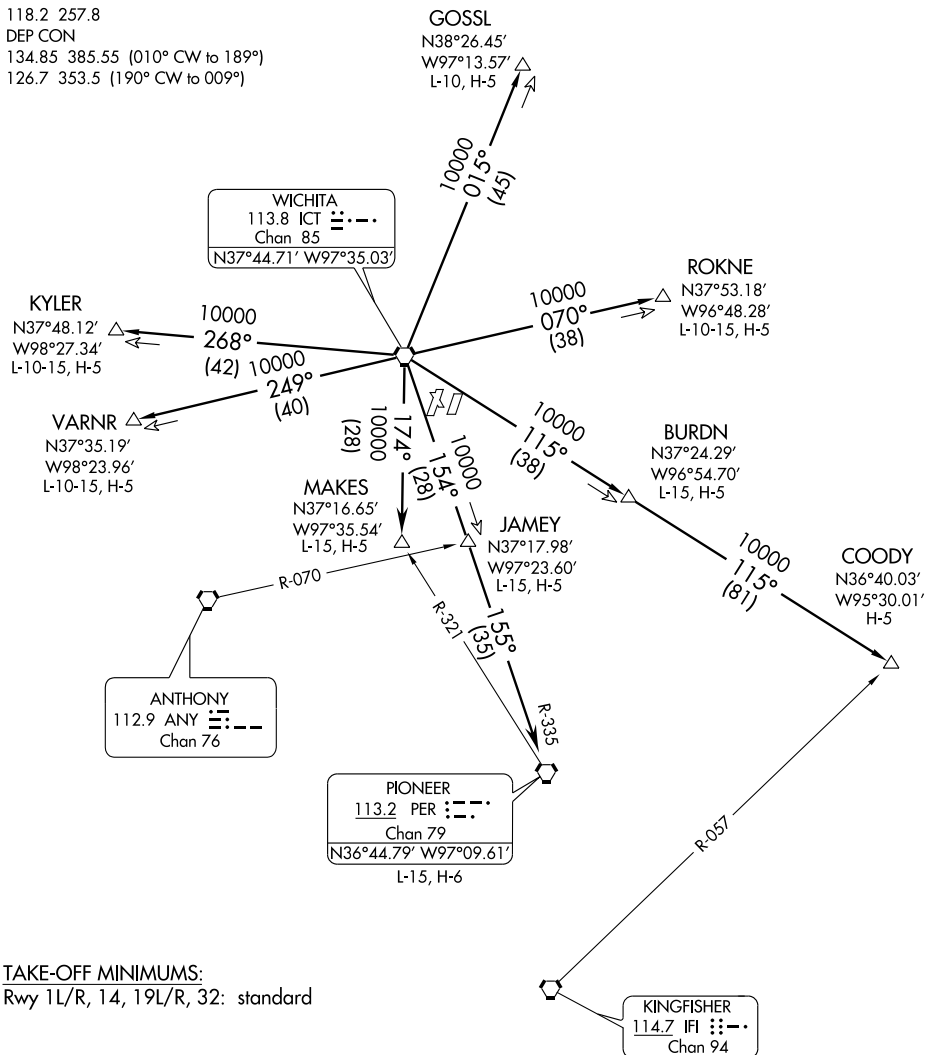
118.2 257.8

DEP CON

134.85 385.55 (010° CW to 189°)

126.7 353.5 (190° CW to 009°)

NOTE: This DP to be used only for aircraft filed 10000 and above



NC-2, 17 DEC 2009 to 14 JAN 2010

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R, 14, 19L/R, 32: Climb on assigned heading for radar vector to appropriate route maintain 5000, expect filed altitude 10 minutes after departure.

COODY TRANSITION (ICT1.COODY): From over ICT VORTAC via ICT R-115 to COODY.

GOSSL TRANSITION (ICT1.GOSSL): From over ICT VORTAC via ICT R-015 to GOSSL.

KYLER TRANSITION (ICT1.KYLER): From over ICT VORTAC via ICT R-268 to KYLER.

MAKES TRANSITION (ICT1.MAKES): From over ICT VORTAC via ICT R-174 to MAKES.

PIONEER TRANSITION (ICT1.PER): From over ICT VORTAC via ICT R-154 to JAMEY then via PER R-335 to PER VORTAC.

ROKNE TRANSITION (ICT1.ROKNE): From over ICT VORTAC via ICT R-070 to ROKNE.

VARNR TRANSITION (ICT1.VARNR): From over ICT VORTAC via ICT R-249 to VARNR.

LOC I-SOR
111.5

APP CRS
354°

Rwy Idg	5506
TDZE	1154
Apt Elev	1160

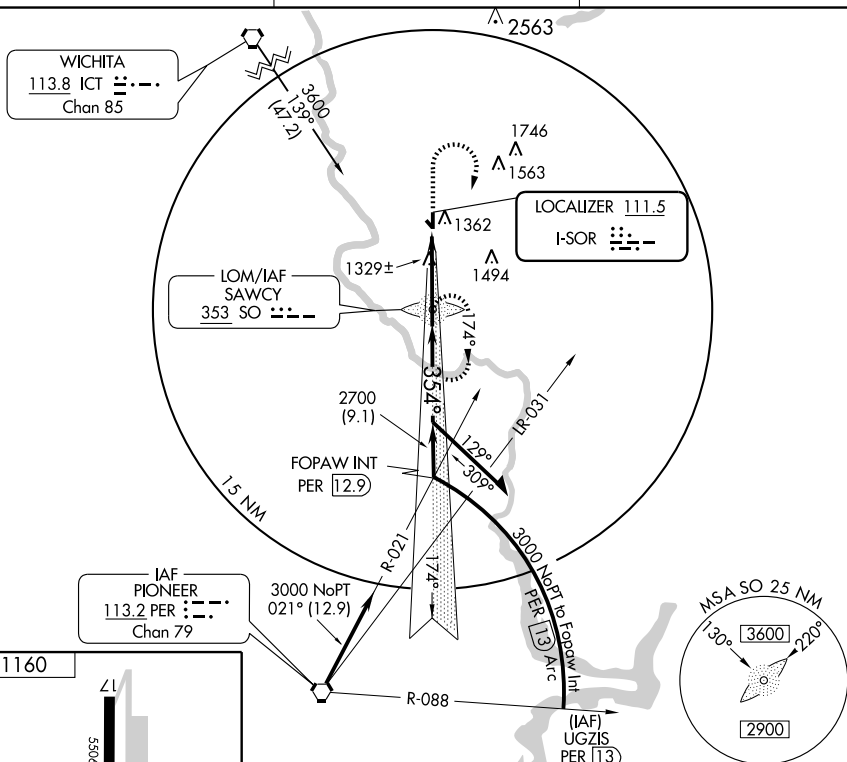
ILS or LOC RWY 35
WINFIELD/ARKANSAS CITY/STROTHER FIELD (WLD)

ANA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SAWCY LOM and hold.

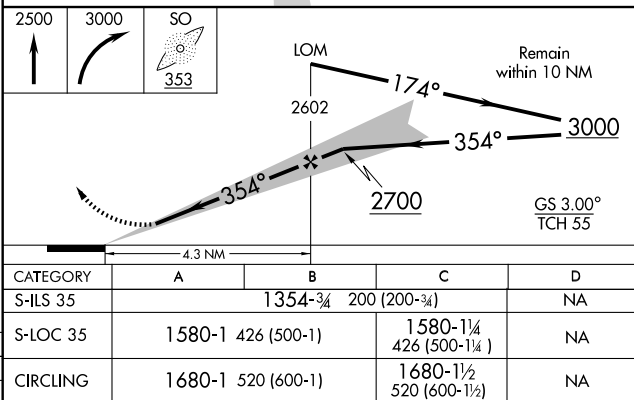
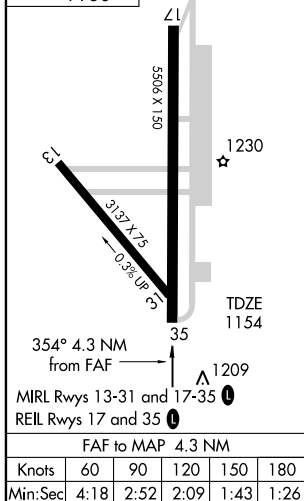
ASOS
118.025

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

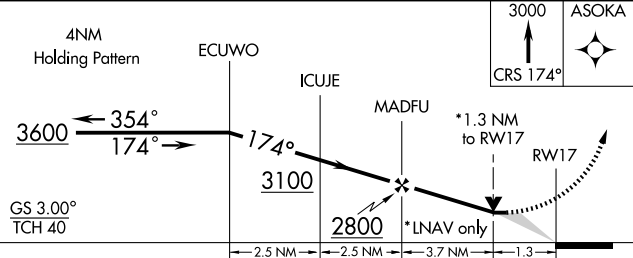
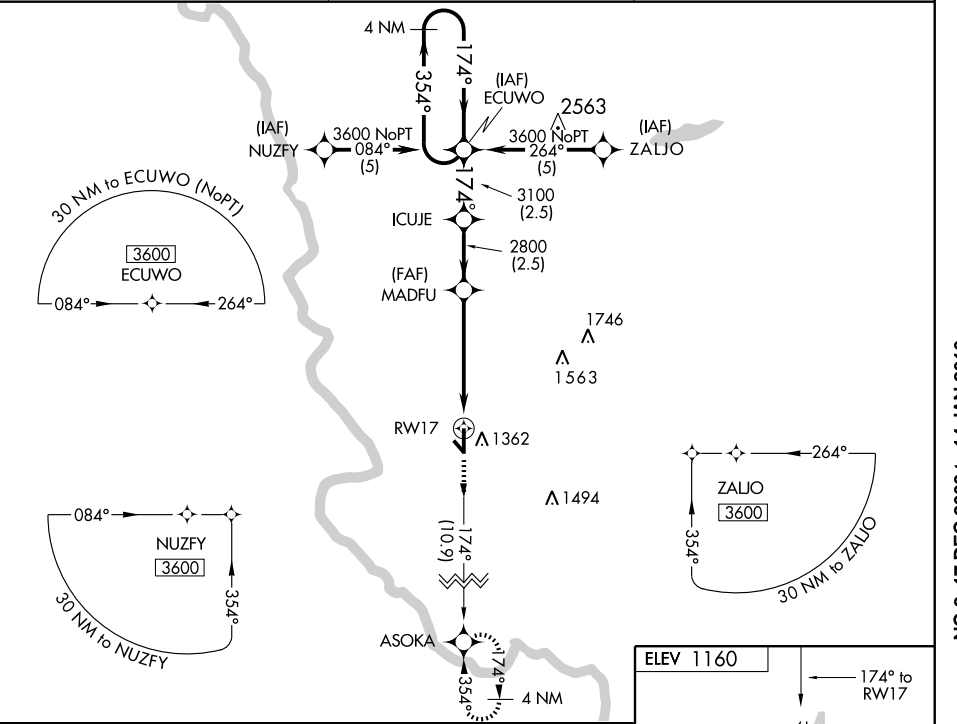
ELEV 1160



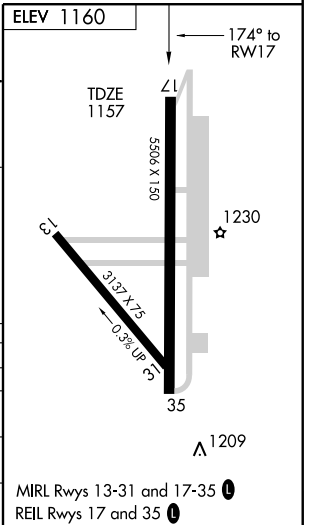
APP CRS	Rwy Idg	5506
174°	TDZE	1157
	Apt Elev	1160

⚠ NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3000 via 174° course to ASOKA WP and hold.
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ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) 0



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1560-1 ½	403 (400-1 ½)		NA
LNAV MDA	1620-1 463 (500-1)	1620-1 ¼ 463 (500-1 ¼)		NA
CIRCLING	1680-1 ½	520 (600-1 ½)		NA



NC-2. 17 DEC 2009 to 14 JAN 2010

APP CRS 354°	Rwy Idg TDZE Apt Elev 5506 1154 1160
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RNAV (GPS) RWY 35

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

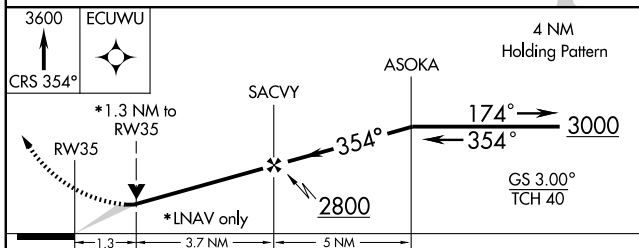
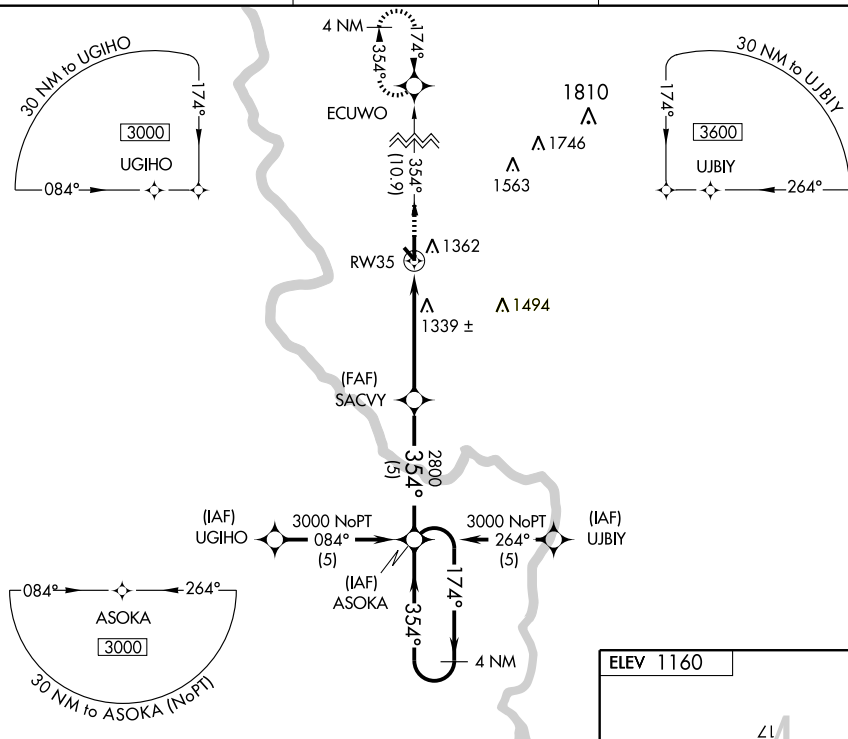
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
Baro-NAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3600 via 354° course to
ECUWO WP and hold.

ASOS
118.025

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1540-1½ 386 (400-1½)			NA
LNAV MDA	1600-1 446 (500-1)		1600-1¼ 446 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA

